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China The Mail

ESTABLISHED 1845

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HONG KONG, THURSDAY, APRIL 4, 1929.

PRICE \$3.00 Per Month.

INDIAN FRONTIER FERMENT

TRIBAL OUTBREAK

'WAR FACTORIES' WORKING NIGHT AND DAY

BRITISH MAY BE INVOLVED

Calcutta, Yesterday.

The war factories on the North West Frontier are working day and night to provide munitions for the Shias and Sunnis operations.

It is stated that the Afridis have repulsed the Shias, who retired to their own forts to prepare for further onslaughts, but a large force of Afridis are due to leave the outskirts of Peshawar on April 4, and, if they succeed in pushing back the Shias beyond certain limits, British intervention will become necessary.—Reuter.

[A telegram from Calcutta, dated April 1, stated:—Trouble has again broken out on the North West frontier between the Sunnis, Shias and Mohammedan sects in Thirah, in the Afridi country, the dangerous aspect of which is the likelihood of it spreading to other tribes and starting a general upset along the frontier.

The Shias for a long time have been building forts along the border of the "Guaranteed Area," north of Kohat-Thai pass on British territory, which the British gave to them in 1917 after the Sunnis had expelled them from territory which they are now apparently bent upon regaining.

The Sunnis' eyes have not been shut and they also have built forts and have been helped by the Afridis, who are doing their utmost to stem the Shias' advance.

It is feared that those allies will launch a big counter drive and invade British territory, which would necessitate British intervention. A Kohat column is standing-to and aeroplanes are constantly reconnoitring.]

PRINCE OF WALES

FLIES TO BOGNOR TO SEE THE KING

London, Yesterday.

The Prince of Wales flew to Bognor to-day to spend the day with his parents.—Reuter.

The Return Journey

At the conclusion of his visit, the Prince of Wales with a parachute strapped to his back, clambered into the rear seat of the aeroplane and returned to London in sixty minutes.

The weather was in nowise ideal, the sky being overcast with a strong, gusty wind.—Reuter.

A Surprise Visit

London, Yesterday.

The King passed a good day and despite the cold winds he was out walking both morning and afternoon.

The Prince of Wales flew to Bognor this morning to spend the day with the King and Queen at Craigwell House. He motored to the Northolt Royal Air Force aerodrome, in Middlesex, where a special aeroplane was awaiting him.

Squadron-Leader Don, who has piloted the Prince on previous flights, was the pilot.

The visit took the King and Queen by surprise. Their Majesties were walking in the grounds when a telephone message was received stating that the Prince was on his way, and a car was despatched to Tangmere Aerodrome to meet him.

Three aeroplanes from the Aerodrome went up to welcome the Prince, who made the journey by air not to save time but because he preferred the air journey.

The aeroplane stood by at Tangmere until the afternoon when the return journey was made in 35 minutes.

The Prince spent four and a half hours at Craigwell House.

By an arrangement made last year a "Bristol Fighter" plane of Royal Air Force communication squadron, at Northolt, is kept in the readiness for the Prince whenever he decides to travel by air to keep an engagement—British Wireless Service.

After the maid had been called from New House Farm, Northfleet, Kent, a safe containing £100 in gold and silver, was stolen.

M.C.L. AND GUILD

REVIEW OF PAST YEAR'S ACTIVITIES

'A HEALTHY BUDGET'

The annual meeting of the Hong Kong Women's Guild and Ministering Children's League was held at the Helena May Institute this morning.

Mr. W. T. Southorn, President of the Guild, and League for 1929, was in the chair, and she was supported on the platform by Mrs. H. T. Creasy, Vice-President; Mrs. E. I. Wynne-Jones, Hon. Treasurer, and Mrs. J. D. Lloyd, General Hon. Secretary. There was a large attendance of members.

On the suggestion of Mrs. Southorn the annual report and balance sheet, which had been circularised among the members, were taken at read.

Mrs. Creasy then read the names of the Committee for 1929 as follows:

Patroness: Lady Clementi; President: Mrs. W. T. Southorn; Vice-President: Mrs. H. T. Creasy; Hon. Secretary: Mrs. J. D. Lloyd; General Hon. Treasurer: Mrs. E. I. Wynne-Jones.

Hong Kong Branch representatives—Mrs. Byron (Naval); Mrs. Robinson (Military); Mrs. Shen (The Peak); Mrs. Burlingham (Police); Mrs. B. D. F. Beith (Peak Children's Branch); Mrs. H. Taylor (Victoria); Mrs. McLeod (Prisons); Mrs. McCormack (Quarry Bay);

Kowloon representatives—Miss Atkins (St. Stephen's Girls' College); Miss Kotewall (St. Paul's Girls' School); Miss Skinner (Bellios Girls' School); and Miss Mow Fung (Bellios Old Girls' Association).

Comments on Report

Mrs. Southorn said:—

This meeting is not the occasion for a speech, but there are just one or two remarks I should like to make. I think that all connected with the M.C.L. and Hong Kong Women's League must feel that the report is eminently satisfactory.

During 1928 we realised over \$19,000—the best result since the bumper years of 1922 and 1923 which have even then only exceeded the present result by about \$1,500.

By looking to this result, I am conscious of one great omission in the report and that is praise due to Mrs. Creasy. It was Mrs. Creasy who wrote the report, so the reason is not far to seek. But, as acting Patroness, it is a very pleasant duty to express our unstinted thanks to Mrs. Creasy. She is an old friend of mine, but I shall not be accused of undue bias when I say that for enthusiasm, cheerfulness, and efficiency, Mrs. Creasy is hard to beat.

(Applause).

I am conscious of a slight feeling of apprehension in taking up the President's office again, but when the results of 1929 shall be totalled up I—or they—will be weighed in the balance and found wanting, in comparison with 1928. But I rejoice in this healthy budget of 1928 with all my heart. Among various sections in Hong Kong we are looked upon either with amused tolerance or as a perennial pest or with friendliness and enthusiasm. That the latter feeling predominates is obvious from the result—you cannot beat your last year's record and produce \$19,000 without a real backing. We feel that we have these countless friends and workers of all communities ready and willing to help all the good causes to which the \$19,000 are allocated.

All Organisations Helped

While on this subject, I should like to point out that every new organisation that made an application to us this year for assistance was given a sum out of our surplus after dealing with the old organisations which we have supported for years past.

I thank all who have worked so loyally with us during the past year. Some have left us, alas, but we welcome those who have stepped into their places. A special word of thanks must be expressed to Mrs. Hon. Secretary for last year, and we welcome Mrs. Lloyd as her successor.

Personally, I wish to express to the Press my sense of deep indebtedness to them for unfailing and valuable assistance. We have plans for the future and we hope to crystallise them at a meeting shortly.

We propose to conduct our campaign on different lines this year to mark the tenth anniversary of the founding of the League and Guild.

Plans for Next Year

Afterward Mrs. Southorn said that she understood that some of

CANTONESE GLAD

EFFECT OF DECLARATION FOR PEACE

SWATOW ANXIETY PASSES

[By Our Political Correspondent]

By far the greater majority of the 30,000,000 people in the province of Kwangtung are glad that events took the sudden turn on Easter Eve (March 30) which led to the pro-Kwangsi regime in Canton being supplanted by Cantonese administrators.

Anxiety following the broadcasting of an ultimatum to Marshal Chiang Kai-shek has passed, even in Swatow, where initial arrangements to transfer the garrison—and leave the hinterland vulnerable—were made and an invasion by Communists from Kiangsi and Fukien provinces threatened. Although General Chui King-tong, the officer in charge, has maintained reticence, his immediate subordinates have acted in a manner that can only be construed as indicating obedience to Canton—and, of course, to Nanking.

Li Chai-sum Net to Return?

Canton is returning to "normal" after the first scare of being embroiled in the war. Any possible friction in the exodus of Kwangsi units from Kwangtung has been avoided, the Kwangsiites handing over to the Cantonese and marching off to positions along the northern frontier of Kwangtung.

Best informed opinion in Canton becomes more inclined daily to the view that the term of Marshal Li Chai-sum's office in Canton as "No. 1" since 1926 has expired. Even if he were re-appointed by Nanking—which is considered most unlikely—he will probably be despatched to a supervisory, but neither administrative nor executive, post in some other part of China.

His release at the first opportunity favourable to Nanking is a foregone conclusion.

TERMS AND ARTILLERY FOULDS COMMANDING THE NANKING FACTION'S PROPOSED LINE OF ATTACK

General Hu Tsung-tu (who is in charge of the Kwangsi interests here and has been "dismissed" by the National Government of Nanking) carried out a personal inspection of the front lines on April 3.

It is stated that General Hu Tsung-tu is in command of the defences on the Hwangpei sector, while Tao Chui is in charge on the Yangtze sector, and Hsia Wei (variously reported to have been mortally wounded and to have revolted) remains in control at Hwangkwei.

The Kwangsi leaders in Wu-Han, in spite of the fact that their two best known Generals, Li Tsung-jen and Pei Chung-hsi, are away, continue to be very confident.

Undoubtedly, the Nanking Expedition will encounter the most strenuous opposition. Fighting

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AUCTIONEERS, APPRAISERS
AND SURVEYORS.

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON
FRIDAY, the 5th April, 1929,
commencing at 11 a.m.
at No. 8, Aimai Villas, Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising:—
Teak Hatstand, Chesterfield
Couch and Chairs, Large Arm
chairs, Blackwood Folding Screen,
Blackwood Table, Blackwood Tea
boys, Blackwood Curio Cabinet,
Curtains, Electricians, Oil Paint
Carpets, Water Colours, Ornaments,
Ceiling Fans, etc., etc.

Teak Dining Table, Dining
Chairs, Teak Sideboard with
Mirror, Teak Glass Cabinet,
Crockery, Glassware, etc., etc.

Teak Bedsteads, Double and
Single Teak Wardrobes, Teak
Dressing Tables with Triple Mirrors,
Teak Marble Top Washstand, Teak
Chest of Drawers, Teak
Desks, Tables, Chairs, etc., etc.

also
One Piano by F. Rachals & Co.
One Iron Safe
and
One Crystal Refrigerator.

On View from Thursday, the 4th
April, 1929.

Catalogues will be issued.
Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers

Hong Kong, 30th March, 1929.

THE Undersigned have received
instructions to sell by Public
Auction

ON
MONDAY, the 8th April, 1929,
commencing at 2.45 p.m.,

at No. 1, Stanley Terrace (Middle
Floor), Quarry Bay, immediately
above West Gate, Taikoo Dock
Yard.

A Quantity of
HOUSEHOLD FURNITURE

and
One Cottage Piano by Anderson
(Particulars from Catalogue.)

On View from Sunday, the 7th
April, 1929.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers

Hong Kong, 3rd April, 1929.

THE Undersigned have received
instructions to sell by Public
Auction

ON
FRIDAY, April 12, 1929,
commencing at 10.30 a.m.,

at the Standard Oil Company's
Installation, Laichikok.

A Large Quantity of
SURPLUS STORES

Comprising:—
Anchor, Brass Bushing, Burner
(complete), Fuel Oil Burning Out-
fit, Leather Belting, Watchman
Clocks, Westinghouse Dynamos,
Engines, Faucets, Hydrant, S. G.,
Reviving Hammers, Wire Wound
Hose, R. H. Lace, Motor, Pipe
Threading Machine, Rotary Pumps,
Screw Drivers, Screws, Hand Taps,
Tees, Spar Varnish, Valves, Delco
Lighting Plant, etc.

A QUANTITY OF FURNITURE
including:—
Desks, Dressing Tables, Side-
boards, Washing Tables, Ward-
robes, Door Mats, Mattings, Elec-
tric Ceiling and Table Fans,
Tables, etc., etc.

On View from Tuesday, April 2,
1929.

Terms:—Cash on Delivery.

LAMMERT BROS.
Auctioneers

Hong Kong, March 25, 1929.

TO-DAY

NOTICES.

THE CHINA LIGHT & POWER
COMPANY (1918), LTD.

NOTICE IS HEREBY GIVEN
that an EXTRAORDINARY
GENERAL MEETING of the above
Company will be held at the Offices
of Messrs. Shewan, Tomes & Co.,
the General Managers of the said
Company "St. George's", Building,
Hong Kong, on MONDAY, the 8th
day of May, 1929, at 12 o'clock
Noon, when the subjoined Resolu-
tions will be proposed as
Ordinary Resolutions.

1. That the authorised capital of
the Company (which is now
\$3,600,000 divided into 720,000
shares of the nominal value of \$5
each, the whole of which have been
issued) be increased to \$5,000,000
by the creation of 280,000 additional
shares of the nominal value of \$5
each ranking as from date
of allotment for dividend and in
all other respects pari passu with
the shares constituting the Company's
present issued capital.

2. That 80,000 of the said 280,000
additional shares be offered
forthwith in the first instance (in
the proportion of one new share
for every complete number of nine
existing shares held by them re-
spectively) to the members of the
Company who on the 6th day of
May, 1929, are registered, in the
Company's Share Register as the
holders of the said 720,000 shares
at par and so that on acceptance
of the offer the full nominal amount
of \$5 due in respect of each such
share taken up shall be paid not
later than the 4th day of July,
1929.

And that such offer be made by
notice specifying the number of
shares to which the member is
entitled and limiting a time within
which the offer if not accepted by
the member on behalf of himself
or his nominee will be deemed to be
declined, and that the Directors of
the Company be at liberty to fix
such time and to extend it to such
date or dates and upon such terms
as they may think fit. And further
that any of the said 80,000
shares which shall not be taken up
by the Company's shareholders in
manner aforesaid be disposed of
in such manner at such time or
times and upon such terms as the
Company's Directors shall in their
absolute discretion think fit.

3. That no shareholder shall
be entitled to any offer of a
fraction of an additional share
in respect of any odd share or
shares held by such shareholder.

4. That the remaining 200,000
additional shares be issued in such
manner at such time or times and upon
such terms and conditions as the
Company's Directors in their
absolute discretion shall think fit.

THE TRANSFER BOOKS of the
Company will be CLOSED from
MONDAY, the 15th day of April,
1929, to SATURDAY, the 4th day
of May, 1929 (both days in-
clusive), during which period no
transfer of shares can be re-
gistered.

Dated the Twenty-eighth Day
of March, 1929.

ad/- SHEWAN, TOMES & CO.,
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NOTICES.

HONG KONG JOCKEY CLUB

DRAFT PROGRAMMES and

ENTRY FORMS for the
THIRD EXTRA RACE MEET-
ING to be held on SATURDAY,
13th April, 1929 (weather per-
mitting) may be obtained at the
Race Course, Hong Kong Club, and
Causeway Bay Stables.

Entries CLOSE at 12 o'clock
noon on FRIDAY, 5th April,
1929.

Hong Kong, 1st April, 1929.

INTO MONGOLIA

ROY CHAPMAN ANDREWS
EXPEDITION

DIFFICULTIES CLEARED

Peking, Yesterday.

The difficulties created by the
Peking Society for the Preservation
of Cultural Objects, which threaten-
ed to prevent the Central Asiatic
Expedition under Mr. Roy Chapman
Andrews from entering Mongolia
this year, are believed to have been
surmounted.

It is expected that the Expedition
will leave at the end of April.
After much argument the Society's
demands were considerably modi-
fied and a verbal agreement was
reached. It is expected that it will
be signed in a few days.

This will be the fifth and final
Expedition and will be in the na-
ture of a clearing up. The Expedi-
tion's programme will consist mainly
of getting out the huge
fossils discovered last year, which it
was then impossible to transport.

The terms include a provision
whereby two Chinese will accom-
pany the expedition.—Reuters.

ST. STEPHEN'S COLLEGE

THE SUMMER TERM begins on

MONDAY, 8th April. There
will be an Entrance Examination
for New Boys (Boarders and Day
Boys) at 9 a.m. on MONDAY, 8th
April, at Prospect Place, Bonham
Road.

Hong Kong, 2nd April, 1929.

AMERICA'S NAVY

MUST BE ENOUGH TO
SCARE

Philadelphia, March 29.

In his first "peace article" of a
series for the Ladies' Home Journal,
ex-President Coolidge says that
the armed forces of the United
States should be "large enough so
that there would be a great deal of
peril involved in attacking us."

He also says that they should not
be so large that the United States
would feel no peril involved in at-
tacking other countries.

Candidates may obtain applica-
tion forms and copies of prospectus
from the local Secretary care of
Education Department.

Hong Kong, 3rd April, 1929.

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BRINDISI, VENICE & TRIESTE £750.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.

From Hong Kong.

S.S. "ROSANDRA" Sails on or about 16th April.
M.V. "ROMOLO" Sails on or about 26th April.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.

From Hong Kong.

M.V. "VIMINALE" Sails on or about 7th April.
S.S. "DUCHESSA D'AOSTA" Sails on or about 26th April.
M.V. "ESQUILINO" Sails on or about 30th April.

NATAL LINE OF STEAMERS

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£120, £112, £110, £102, £83, via San Francisco.

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SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.

KOREA MARU Wednesday, 17th April.

SHINYO MARU Wednesday, 1st May.

SEATTLE, VICTORIA via Shanghai & Japan Ports.

YOKOHAMA MARU Monday, 8th April.

MISHIMA MARU Saturday, 6th May.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via

Singapore, Penang, Colombo, Suez.

HAKUSAN MARU Saturday, 6th April.

KITANO MARU Saturday, 20th April.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 24th April.

KAGA MARU Wednesday, 22nd May.

BOMIYAH via Singapore, Penang, & Colombo.

AWA MARU Thursday, 11th April.

† BENGAL MARU Saturday, 27th April.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.

Mexico & Panama.

RAKUYO MARU Friday, 19th April.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KANAGAWA MARU Friday, 5th April.

NEW YORK via PANAMA.

† TOBA MARU Friday, 19th April.

LIVERPOOL via Port Said, Geneva, Marseilles.

† LIMA MARU Friday, 19th April.

CALCUTTA via Singapore, Penang & Rangoon.

† GENOA MARU Monday, 8th April.

† RANGOON MARU Tuesday, 16th April.

SHANGHAI, KOBE & YOKOHAMA.

† NAGANO MARU (Moji direct) Saturday, 6th April.

KATORI MARU Monday, 15th April.

† TOYOHASHI MARU Friday, 19th April.

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Reduced 1st Class Excursion Rates quoted between Manila and Australia.

For further information apply to—NIPPON YUSEN KAISHA.

Tel. Central No. 292 and 3893. (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore.

Colombo, Suez and Port Said.

ALASKA MARU Thursday, 11th April.

RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore.

Colombo, Durban & Cape Town.

LAFLATA MARU Tuesday, 23rd April.

BOMIYAH—Via Singapore & Colombo.

SHRUNKO MARU Friday, 5th April.

CHIFUKU MARU Friday, 18th April.

DURBAN, LIMA, MARQUES, BEIRA, DAM-ES-SALAM, ZANZIBAR & MOMBASA—Via Singapore & Colombo.

MEXICO MARU Thursday, 2nd May.

CALCUTTA—Via Singapore, Penang & Rangoon.

BORNEO MARU Wednesday, 24th April.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Japan Ports from

Shanghai.

ALABAMA MARU (From Shanghai) Wednesday, 10th April.

MELBOURNE—Via Manila, Brusbane & Sydney.

BURMA MARU Saturday, 6th April.

BANGKOK—Via Saigon.

HAIPHONG—Via Hoi An.

MENADO MARU Thursday, 11th April 10 a.m.

NEW YORK—Via Japan ports, San Francisco & Panama.

JAPAN PORTS Thursday, 4th April.

SOURABAYA MARU Tuesday, 9th April.

ANDES MARU Wednesday, 17th April.

KEELUNG—Via SWATOW & AMoy.

HOZAN MARU Sunday, 7th April 3 p.m.

CANTON MARU Sunday, 14th April 3 p.m.

TAKAO—Via SWATOW & AMoy.

SOURABAYA MARU Thursday, 4th April.

For further particulars please apply to—OSAKA SHOSEN KAISHA.

Tel. Central No. 4088, 4089, 4090.

M. TAKEUCHI, Manager.

SHIPPING SECTION.



400 TOURISTS

YOUTH AND BEAUTY ON THE
"FRANCONIA"

NOTABLES ON BOARD

Youth and beauty provide a large quota of the 400 round-the-world tourists on the Cunard liner, the R.M.S. "Franconia," which arrived alongside Kowloon wharf yesterday on her annual visit to this port.

Details of the tour here were given in a special supplement yesterday and it was also announced that permission can be obtained from Messrs. Thos. Cook & Son's to go aboard the liner.

Among the notable passengers are H.E. Mrs. June de Lanczy, who is related to the Hungarian Royal Family; Judge Frederick Lawson of Boston; one of the leading figures in the social life on board, Mr. M. Hirschberger, a prominent broker of New York whose genial personality has done much to make the cruise a success; Mr. S. P. Colt, the son of Ethel Barrymore, a well-known actress; Mr. N. K. Moody, oil magnate; Mr. and Mrs. W. L. Hornold of Los Angeles (Mr. Hornold is a well-known banker); Mr. Keyser of Baltimore; Mr. and Mrs. Otis (Mrs. Otis is the sister of Mrs. Frank E.

S.S. "CEYLAN"

THE EXTENT OF HER DAMAGE

CHILLED MEAT CARGO

Bordeaux, Yesterday. Divers have found a hole in the a.s. "Ceylan" only three feet by four inches.

Another steamer has been sent to help to keep the refrigerating machinery going to prevent damage to the cargo of chilled meat. Reuter.

ARMS ON A LAUNCH

The manager of the motor launch, "Tung Chuen" was charged at the Kowloon Magistracy yesterday before T. S. Whyte-Smith, with having in his possession, one shot gun, one rifle, four automatic pistols and 117 rounds of ammunition.

Mr. D. H. Blake appeared for the defence.

Inspector Ogg stated that defendant had committed only a technical offence. The Police was satisfied that he attended at the Harbour Office and declared the arms being on board the launch.

Defendant was discharged with a caution.

DRASTIC ORDER

SHIPS WITH ORIENTALS ARE BARRED

Seattle, March 28. Steamship companies are undecided as to what course of action they will pursue to meet a drastic order by E. T. Handley, health commissioner, to the effect that ships carrying Asiatics in their steerage will be barred from Seattle docks.

The order becomes effective immediately. Ships must stop at Alki Point, four miles north of Seattle, unless some satisfactory arrangements are made to protect the city.

Officials of the Dollar Lines and Canadian Pacific Company know nothing about the new order. They refused to comment on the above cable until duly advised of the regulation.

The new order, according to them, however, will not affect immigration of Asiatics in a general, although it would mean another extra expense for the landing of passengers at Alki Point.

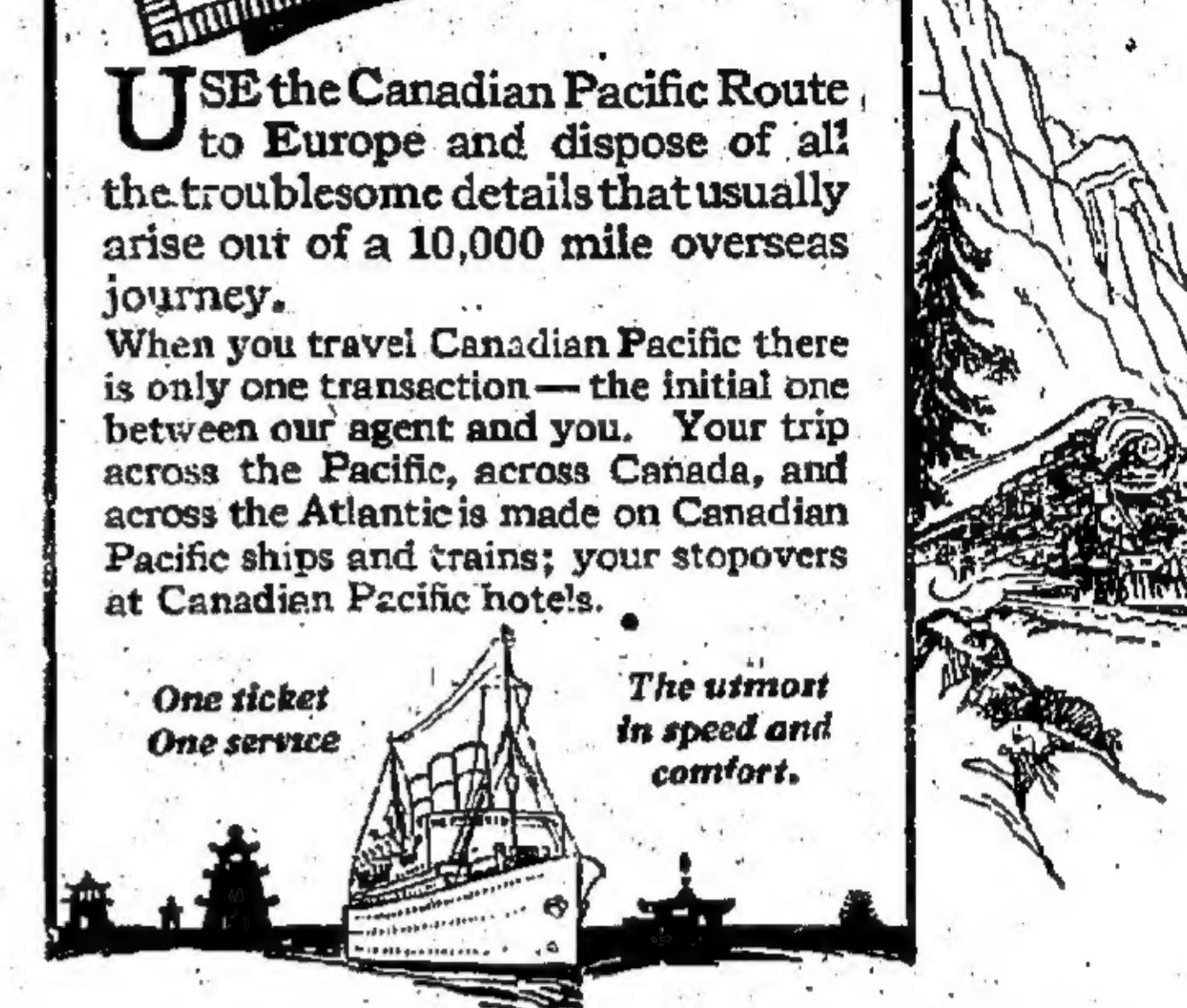
Seattle, March 28.

The Seattle City Council is planning to appropriate \$25,000 immediately for quarantine facilities for steerage passengers on trans-Pacific boats as a result of the recent meningitis epidemic.

This action was urged by the Public Health Committee.

Washington, March 28.

Senator Samuel Shortridge of California to-day conferred with Surgeon General Cummings regarding steerage passengers on Pacific ships, after "Stanley Dollar" of the Dollar Line had completed impounding of 100 passengers at Seattle and San Francisco. (United Press.)



CANADIAN PACIFIC

Next sailing to the Pacific Coast

S.S. "EMPERESS OF FRANCE"

At Noon—April 10th, 1929.

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DEPARTURE HOURS:

Hong Kong 5.30 p.m. Wuchow 2.00 p.m.

S.S. "TAI HING"

[1,068 tons—Capt. O. B. Wilks.]

APRIL

SUN. 7th MON. 22nd
FRI. 12th SUN. 28th
WED. 17th

S.S. "TAI MING"

[649 tons—Capt. G. J. Spink.]

APRIL

THURS. 4th SAT. 20th
TUES. 9th THURS. 25th
MON. 15th TUES. 30th

For information apply to

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AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE,
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hong Kong About	Destination
NALDERA	16,088	13th Apr.	Bombay, Marseilles & London.
*MIRZAPORE	6,715	10th Apr.	Straits, Colombo & Bombay.
KARMALE	9,128	20th Apr.	Marseilles & London.
*ALIPORE	5,273	24th Apr.	Straits, Colombo & Bombay.
MANTUA	10,046	27th Apr.	Bombay, Marseilles & London.
*NAGPORE	5,283	4th May	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
*KIDDERPORE	5,384	8th May	Straits & Bombay.
KALYAN	9,144	11th May	Marseilles, London & Hull.
MOREA	10,953	25th May	Bombay, Marseilles & London.

*Cargo only.

Frequent connection from Port Said for Passengers and Cargo to Constantinople, Piraeus, Smyrna and other Levant Ports by steamers of the Ehdaval Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

*GAMBADA	5,307	10th Apr.	Singapore, Penang & Calcutta.
SANTHIA	7,754	17th Apr.	Singapore, Penang & Calcutta.
TILAWA	10,006	21st Apr.	Singapore, Penang & Calcutta.
TAKLIMA	7,830	6th May	Singapore, Penang & Calcutta.
TAKADA	6,949	9th May	Singapore, Penang & Calcutta.
TALAMBA	3,013	21st May	Singapore, Penang & Calcutta.
TALMA	10,000	28th May	Singapore, Penang & Calcutta.

*Cargo only.

B.I. Apcar Line steamers have excellent accommodation for 1st and 2nd class passengers. All steamers are fitted with wireless and carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ARAFURA	6,060	8th May	Manila, Sandakan, Thursday Island.
ARAFURA	6,356	31st May	Townsville, Brisbane, Sydney & Melbourne.
ST. ALBANS	4,500	5th July	
ARAFURA	6,000	2nd Aug.	
TANDA	6,956	30th Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to Australia.

The E. & A. S.S. Co., Ltd. steamers will also call at Shanghai, Iloilo, Cebu, Kalambagan, Tawau, Timor, Darwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:

The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail steamers to London via Suez Canal.

The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TAKLIMA	7,935	10th Apr.	Amoy, Moji, Kobe, Y'hama & Osaka.
KALYAN	9,444	12th Apr.	Shanghai, Moji, Kobe & Yokohama.
*JEYPORE	5,318	15th Apr.	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	10,946	16th Apr.	Moji, Kobe, Osaka & Yokohama.
TAKADA	6,949	17th Apr.	Amoy, Moji, Kobe & Osaka.
MOREA	10,563	20th Apr.	Shanghai, Moji, Kobe & Y'hama.
TALAMBA	9,018	23th Apr.	Amoy, Moji, Kobe & Osaka.
TALMA	10,000	30th Apr.	Amoy, Moji, Kobe, Y'hama & Osaka.
TANDA	6,956	7th May	Moji, Kobe, Osaka & Yokohama.
*PERIM	7,648	9th May	Shanghai, Moji, Kobe & Yokohama.
DELTA	8,097	10th May	Shanghai, Moji, Kobe & Yokohama.
TILAWA	10,006	14th May	Moji, Kobe & Osaka.
RAJPUTANA	16,668	22nd May	Amoy, Moji, Kobe & Osaka.

*Cargo only.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on-carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian Lines are fitted with Laundries. Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passages, Freight, Handbooks, etc., apply to:

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SAILINGS FROM HONG KONG.

S.S. "LAOMEDON" Via Suez Canal 10th April.
S.S. "RHEXENOR" Via Suez Canal 8th May.
S.S. "CITY OF LILLE" Via Suez Canal 17th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.

Subject to change without notice.

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VILMA BANKY
BEAUTIFUL STAR IN "THE
AWAKENING"

TO-DAY AT QUEEN'S

"The Awakening," Samuel Goldwyn's first starring picture for the beautiful blonde actress, Vilma Banky, is the attraction at the Queen's Theatre from to-day to Saturday.

The story pictures Vilma Banky as the acknowledged beauty of the little village of Pre d'Or, sought by many suitors and quietly rejecting them until she has become a symbol of purity and beauty for the whole village. Simultaneously with the annual village festival, a troop of Uhlans, led by Water Byron as Lieutenant von Hagen, arrive, and Byron, a Don Juan, determines to make a conquest of the village girl. The fete scenes, enlivened by peasant costumes and rustic humour, present an excellent contrast with the grim bloodshed of war in the latter half of the picture.

BIG PENSIONS

£11,650,000 SURPLUS IN
NINE MONTHS

A surplus of \$10,583,000 from England and Wales, and £1,068,650 from Scotland, is recorded for the first nine months of the financial year ended March 31 last, in the accounts issued recently of the Widows', Orphans' and Old Age Contributory Pensions' Act, 1925.

In the first nine months of the year covered by this account the expenditure on pensions was confined to widows and orphans. The excess income not required to meet the expenditure was transferred to the Treasury Pensions' Account.

In the final quarter of the year the rate of expenditure for the first time exceeded the rate of income.

This followed the coming into force, on Jan. 2, 1928, of the provisions of the Act relating to the payment of old age pensions to contributors at the age of 65. It became necessary, therefore, to transfer from the Treasury Pensions' Account sums amounting in all to £322,000—£280,000 for England and Wales and £42,000 for Scotland—to meet the deficiency.

Out of a total income for England and Wales for the year of £21,173,552 14s. 11d., no less than £20,875,711 19s. 4d. was from contributions.

The pensions paid aggregated £9,795,975 4s. 3d. Administrative expenses accounted for £793,498 2s. 2d., while £1,079 8s. 6d. had been paid in error and was irrecoverable.

In Scotland the receipts totalled £2,486,361 6s. 4d., of which £2,377,984 0s. 1d. was from contributions.

Pension payments accounted for £1,252,877 2s. 8d., administrative expenses for £104,839 2s., while £138 10s. 6d. was paid in error and was irrecoverable.

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Pension payments accounted for £1,252,877 2s. 8d., administrative expenses for £104,839 2s., while £138 10s. 6d. was paid in error and was irrecoverable.

In another case, involving masters and five mistresses of cargo junks who were charged with anchoring within 100 yards of the Praya wall at West Point last night. All pleaded guilty, and were fined \$10 each. Lance-Sgt. Goldsmith, of the Water Police, prosecuted.

No claims will be admitted after the goods have left the Godowns, and all goods remaining undelivered after the 7th inst. will be subject to rent.

All claims against the steamer must be presented to the Undersigned on or before the 21st inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

DODWELL & CO., LTD.
Agents.
Hong Kong, 2nd April, 1929.

POLICE REVOLVER

THIEF SENTENCED TO TWO
YEARS

A STATION'S EX-BOY

The ex-boy employed at No. 2, Police Station, who was on Tuesday convicted by Mr. E. W. Hamilton on a charge of the theft of three fully loaded revolvers from the Police Station and sentenced to six months' hard labour, was yesterday afternoon produced before Mr. T. S. Whyte-Smith, and Major C. Wilson, O.B.E., at the Kowloon Court charged with the unlawful possession of a revolver and six rounds of ammunition, stolen from Sub-Inspector Murphy of No. 2 Police Station.

The youth, Ng Chau (17), who was not represented, pleaded "not guilty."

The prosecution was conducted by Mr. T. Murphy, Assistant Director of Criminal Intelligence.

The facts of the case, as outlined by Mr. Murphy, were similar to those relating to the theft charge against the accused before Mr. Hamilton. On March 8 accused, who had been dismissed on the 6th, was found at 6 p.m. in the servants' quarters of the European cook-house. He had a parcel under his arm. The revolvers were missed at 7 p.m., and at 9 p.m. the Police went to the Yaumati ferry wharf on the Hong Kong side where they found the accused about to board the launch. He was searched and the loaded revolver was found on him. Finally he took the Police to King's Park where another of the three missing revolvers was recovered.

The Magistrates convicted and passed sentence of two years' hard labour.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hong Kong & Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 29th instant.

No claim will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 8th inst. will be subject to rent.

All claims against the vessel must be presented to the Undersigned on or before the 18th inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th inst. at 10 a.m. by our surveyors Messrs. Goddard & Douglas.

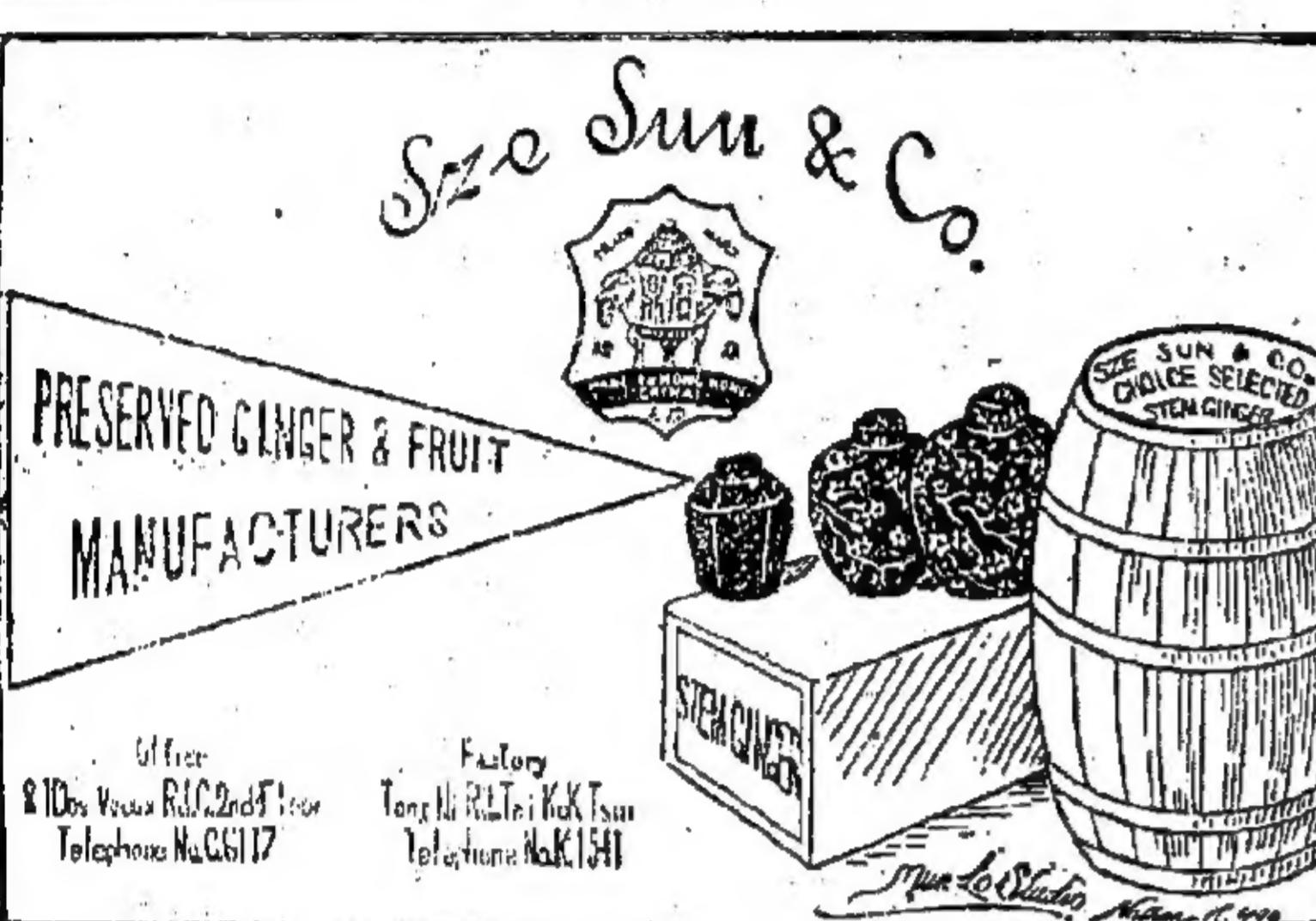
No Fire Insurance has been effected.

Bills of Lading will be countersigned by:

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AND CLUBS.
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PILSNER URQUELL
THE ORIGINAL PILSNER BEER.

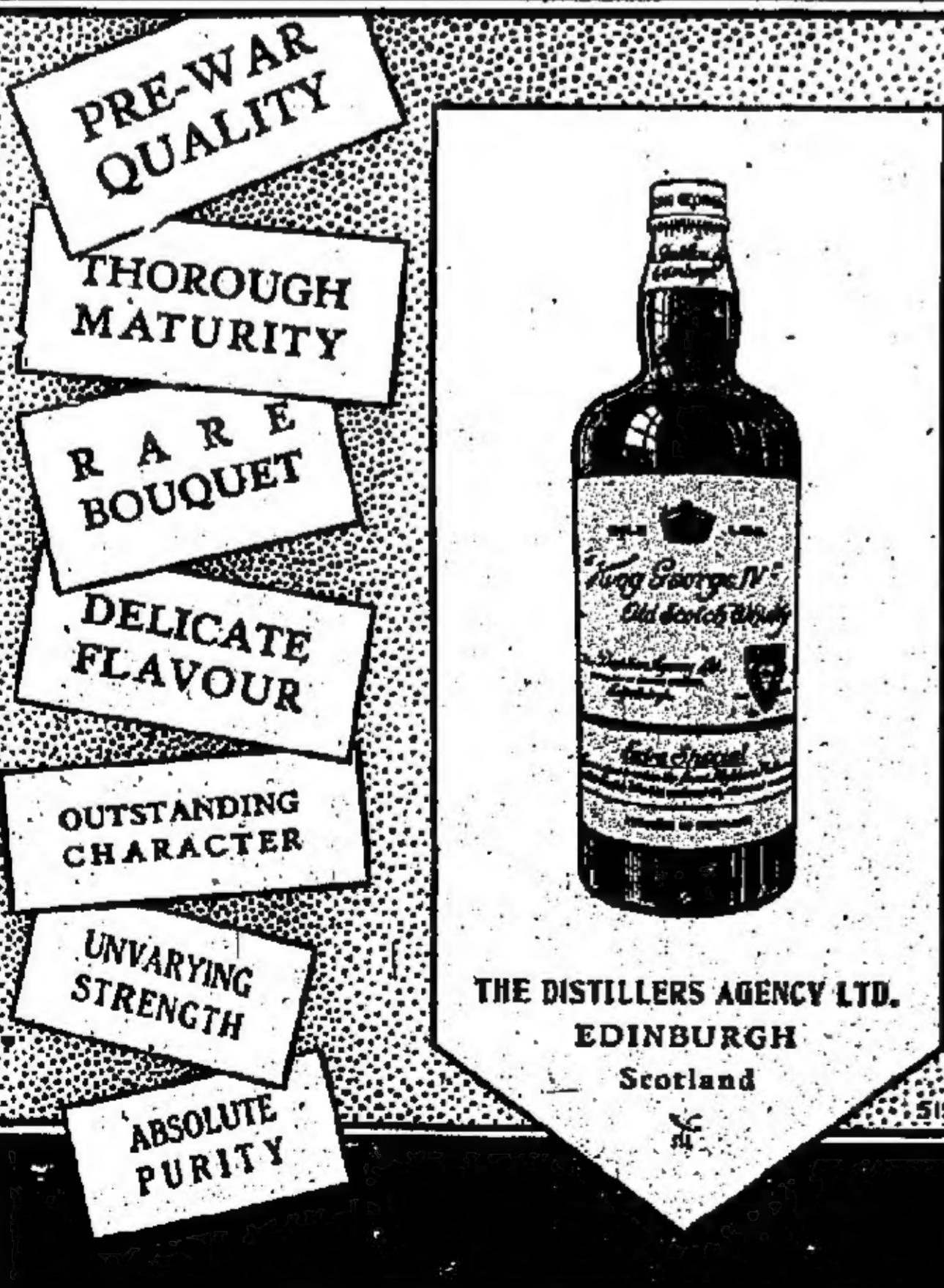
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Come EARLY to have first choice.

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King George IV
Old Scotch Whisky



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Hong Kong, Thursday, April 4, 1929.

SAFETY OF LIFE AT SEA

What transpires at the International Conference on the Safety of Life at Sea, which is to be opened in London on the 16th instant, will be followed with deep interest throughout the world, especially in seaports such as Hong Kong. There are few of us nowadays who are not ocean-travellers at some time or other, and even fewer who have not occasionally pondered over the perplexing problem of sea-safety and of what might be done to make it even safer than it is in these very much improved days in that respect. Such calamities as that of the "Vestris," to mention one of the most recent, brings the question very forcibly to the notice of all of us, for it is at such times that we cannot but reflect that, safe as most of us feel when aboard a modern liner, such disasters point conclusively to the urgency of the problem being seriously considered from time to time by experts, who alone, probably, are able to handle the question satisfactorily.

The conference which is about to be held upon this vital question of "Safety of Life at Sea" will be attended by representatives of all the leading maritime Powers, clearly indicating its truly international character. It is as surprising as it is interesting to note that it is fifteen years since a similar conference was held—in London then as now. It was brought about by the urgency of the question following the terrible disaster of the "Titanic" which most of our readers will remember went down in the Atlantic while on her maiden voyage from England to the United

States and in which 1,600 lives were lost. The "Titanic," it will be recalled, was at the time of her first and last voyage believed to be immune from disaster, "sinkless, a wonder vessel," that could not possibly come to grief. She appeared to be the "last word" in first class equipment, watertight compartments, labour-saving devices, appliances of all sorts and, as stated, was a "wonder vessel" that could not possibly do otherwise than sail safely and majestically over the world's waterways. But she went down on her first voyage. Hence the necessity from time to time of holding conferences on "The Safety of Life at Sea," and of profiting by the many points that experience shows ought to be taken seriously into consideration.

It is surprising to read that on the occasion of the last conference, though the convention embodying a general agreement on various points was unanimously approved, yet it was only ratified by some of the signatory Powers and it was "in no case brought into force in its entirety." As indicated this was probably owing to the War's intervention and consequent upheaval. Obviously—and particularly in the light of the very serious disasters that have occurred in various waters, notably off the North and South-American coasts—a conference on this profoundly interesting subject is at least due now, and it is to be hoped that the whole subject will be scrutinised from its many angles.

The British Government, it would be observed, are taking an interest in the forthcoming conference and an official welcome to the delegates will be extended, on their behalf, by Sir Philip Cunliffe-Lister, President of the Board of Trade. It is peculiarly fitting that London, the metropolis of the world's greatest maritime Power, should again take the lead in such a conference. Throughout the world those that sail the seas will await with deep interest the details of the discussion and the proposals that are sure to be suggested.

The birth of a son to Mrs. Young, wife of the Rev. F. C. Young, is announced.

During last week there were reported to the Medical Officer of Health three cases of diphtheria, one British, one Indian and one Chinese. Two were fatal. There were two Chinese cases of cerebro-spinal fever, one fatal, and two Chinese cases of enteric, one fatal. There were also a Chinese case of scarlet fever and two cases of influenza.

One case of diphtheria and one case of enteric fever were notified yesterday, both being Chinese.

The annual meeting of the Hong Kong Engineering and Construction Co., Limited, will be held on April 17 at 11 a.m.

Mr. J. Russell will speak on "The Voyage of Life" at the weekly public lecture of the Theosophical Society to-day at 6 p.m.

A Chinese woman was fined \$50 by Mr. W. E. Hamilton at the Central Magistracy for having a bundle of po-pui lottery tickets and application forms in her possession.

A seaplane float was found by the Police near Stone Cutters Island, and now awaits a claimant at the Water Police Station. The float was retrieved whilst the Police were searching for a different one which had been reported lost by Capt. Dangerfield, R.A.

In honour of the Governor of Macao and his family the Committee of the Club Lusitano are arranging a reunion in the Club Lusitano on Saturday afternoon at 4.30 o'clock. All the members of the Club and other Portuguese and their families are cordially invited to attend. Tea will be followed by a dance.

Natha Singh, the Indian interpreter of the Supreme Court, was before Mr. T. S. Whyte-Smith, at the Kowloon Magistracy, yesterday, on a charge of stealing a goat from another Indian. After evidence had been given by the complainant, his Worship dismissed the case on the ground of insufficient evidence. Mr. H. J. Armstrong appeared for the defendant.

The Hong Kong Police Force has suffered a loss through the death on Monday of Ng Chiu, a Chinese member of the detective department. He had been with the Force for 27 years and was due to retire on pension on Monday next. The funeral took place yesterday, and was attended by a large number of European, Indian and Chinese officers of the Force.

A British case figures in the latest weekly small-pox figures. There was also an Indian case, and the rest were Chinese. The total was 22, but there were 29 deaths. Nine cases came from Victoria, twelve from Kowloon and one from Aberdeen. On Tuesday, four further cases were reported, including another British case. Three fresh cases were reported yesterday, all being Chinese.

Further honours have fallen to the new Banvard Musical Comedy Company from London, on its return visit to Hong Kong. In "Clowns in Clover" (from the Adelphi Theatre) at the Star Theatre, Kowloon, last night, the artistes and beauty chorus were seen to advantage in musical items, dances, sketches, monologues, etc., and the audience was delighted. "Oh Kay" is the big attraction at the "Star" to-night. It is another of the Banvard Company's best.

Re-sealing of the probate of the will of Mr. George Thomas Knight, of 181, Northumberland Park, Tottenham, Middlesex, has been granted to Mr. D. J. Lewis, of Messrs. Johnson, Stokes and Master, who is the attorney of the sole executrix, Emma Elizabeth Williams, niece of the deceased. Mr. Knight died on September 24, 1928. His net personal estate at Home amounted to £3,037.18s. 8d., and estate in Hong Kong amounting to £1,100. Bequests of £1,000 to Emily Florence Chapel, of Swindon, and five amounts of £100 each to his sisters were mentioned in the will. The balance of the property goes to the executrix, "in view of her unflinching kindness to me over a period of many years."

Robinson: "I met my wife in a very funny way. I ran over her in my car and later married her."

Brown: "If everybody had to do that there wouldn't be so much reckless driving."

Breathless, Urchin: "Will you come down our street quick, and bring an ambulance?"

Policeman: "What's the ambulance for?"

Urchin: "Me Mother's found the lid wot stole our doormat."

A DOUBLE EVENT

THE DOVER ROAD

Scene.—A lawn—A circle of men and women sitting in basket chairs. Flowers in full bloom—a wonderful sunset, "boys" passing to and fro with cocktails.

Mr. A. (an elderly man).—What are you doing to-morrow, Mrs. B? Will you and John come with me to "the Dover Road"?

Mrs. B.—Is that the A.D.C. show? We're going already, thanks all the same.

Mr. A.—I'm sorry—still as long, as you're going that's all right (turning to Mrs. C.) What about you? Will you and your husband come? Two of my party have fallen ill.

Mrs. C. (a pretty, selfish person).—We're engaged, thanks all the same. Billy wanted me to go but I prefer Bridge so I fixed up a four.

Mr. A.—Well, there are plenty of other nights for you to go. There's Tuesday, the 9th, Thursday, the 11th, Friday, the 12th, and Saturday, the 13th.

Mrs. C.—I don't want to go—I loved "On Approval" but I'm so keen on bridge now I don't want to go to any shows.

Mr. A.—But this is a very good show too and it serves a double purpose. Half the profits go to the miners.

Mrs. C. (shrugging her shoulders).—I don't think I'm very interested in the miners. It's their own fault they're in this state.

Mr. A. (hotly).—Oh, come—that's rather hard. It's an easy thing to say when one is extremely comfortable. Let's admit they were badly led and that probably thousands of them had to follow suit. But what's the use now of casting that into the teeth of starving men, women and children?

Mrs. D.—Quite right. I think it's simply horrid of you, Phyllis.

—You must have read of the awful state in which the Prince of Wales found these people. And after all what is a miner's life at its best?

Mr. E. (a young man).—Top marks for you, Mrs. D. I've lived in a mining District. Just before I came out here I was in Staffordshire in my uncle's firm—all round us were mining villages. I defy you to find anything more sordidly ugly—more depressing. I used to see those fellows who'd been working for hours underground come up to the top, pale as ghosts, smeared with coal dust blinking in the light of day, just when I was going off in clean flannels to play cricket or tennis. I used to think to myself we can't pay miners too much. Of course that isn't sound finance, their own action has proved their ruin, but all the same I never felt one should grudge them good wages and even luxuries. Good Lord, I've made a speech. Sorry but I feel strongly on that point.

Mr. A. (approvingly).—So do I. I never feel by a good fire enjoying every flicker of flame without thinking of the poor devil who hacked the coal out of the earth for me. And if he did like to buy a piano and even hankered for one on each side of the fireplace and a diamond ring for his wife—why not? It is so jolly easy to deny other people luxuries.

Mrs. F.—Hear, hear—I've lived in the Black country too and I know what decent folk they are—we used to see them going off to dig in their allotments and chat with them and see the wonderful things they raised—on the only green and pleasant spot in the villages. Phyllis, you've struck the wrong note there and unless you want us all for enemies—oh! here's your husband. Here Billy, Phyllis has been talking a lot of nonsense about not going to "the Dover Road" and no sympathy for the miners. We hope you're going to put your foot down heavily.

Mr. G.—Of course, we all know Phyllis talks nonsense—but we don't take any notice of it. I've plenty of miners in my Company in France and jolly good fellows too. We're going on Tuesday, Phyllis.

Mrs. C.—You're a horrid lot of people and you've made me feel a pig. That's what you wanted.

Mrs. F.—Guessed right—never mind—you're not so bad as you pretend to be and you'll lose by going on Tuesday. It's an A.1 Show—every time you realise you're enjoying it you'll be glad you gave up bridge for one evening and helped to put boots on a half-frozen child's feet, or food on the table of one of those poverty-stricken houses.

Mr. A.—Just look round. Isn't it all too wonderful—the beauty and the comfort of it?

Mr. E. (holding up a cocktail) and the taste of it! Here's success to "The Dover Road" and may it bring in bumper sum.

Mr. A.—And so say all of us—Hong Kong is a generous place—I prophesy that "The Dover Road" will be as crowded as Piccadilly in the season, there'll be crowds at every door of the Theatre with standing room only and

NEW COMEDY CO.

SUCCESES FROM THE ALDWYCH THEATRE

OPENING ON APRIL 13.

On Saturday, April 13, the New Banvard English Comedy Company will commence a short season at the Star Theatre, Kowloon, when they will present what is probably the strongest repertoire of farces, comedies, and thrillers that has ever been brought to the East. Their opening offering will be "A Cuckoo in the Nest," from the Aldwych Theatre, London. The Company of fourteen West End London artistes were specially rehearsed in London by the Aldwych Theatre producer and stage manager in order that it may be presented as near the Aldwych manner as possible.

Their repertoire also includes the other Aldwych Theatre successes, "Thark" and "Rookery Nook," and Edgar Wallace's greatest thriller, "The Ringer," "The Fanatics," "Other Men's Wives," "Diversions," "The Best People," "The White Arms," "The Terror," and "The Joker." Included in the cast is Kathleen Vaughan, who played Peter Pan throughout England and Scotland, and besides being one of the most charming ingenues on the English stage, is also known as England's youngest film star, having appeared in the leading roles in "The Prince and The Beggar Maid," "Corinthian Jack," and "Hornet's Nest." She was a film star at the early age of fifteen.

ORIENTAL TITLE

VISITING CARD COMPILED BY SIR R. HART

CURIOSITY AT HOME

In a recent issue to hand the "Karragate Herald" has the following:

We reproduce in our Picture Page the Chinese visiting card of Mr. Robert Hart Maze, Chinese Maritime Customs Service (retired), of Harrogate. It was compiled by a great administrative genius, the late Sir Robert Hart, of Peking, who gave his nephew—whose mother, the late Mrs. James Maze, was Sir Robert's eldest sister—one of the most felicitous names in the Chinese language: Mei Le-ping, the second character of which signifies "Joy," "Pin," the third one, meaning "A guest." And, of course, every one is delighted to have Happiness for a visitor!

In the year of our monarch's accession, Mr. Hart Maze was sitting on the Eastbourne parade one forenoon listening to the municipal band, when a young Chinese, who had been strolling about, sat down on the chair next to him. A few minutes afterwards Mr. Hart Maze took his letter case out of his pocket and abstracted one of his Chinese visiting cards, wondering, with furtive amusement, whether the sight of it would arouse the Oriental curiosity of the unacquainted stranger from afar. When the latter espied the card, he immediately turned round to its owner and exclaimed: "What a lucky name you have got!"

Mr. Hart Maze is a brother of Mr. Frederick William Maze, the newly-appointed Inspector-General of Customs in China.

Another brother, Mr. Henry Marshall Maze, some time Commissioner of Customs at Szemao, in the South Western Province of Yunnan, died in the Spring of 1908 in the French military hospital at Hanoi—of acute malarial fever, contracted in the dreaded Namti Valley when journeying from Szemao to Mengtsz.

"I would be willing to work," said one tramp to another "if I could get the sort of job I want."

"What job is that?"

"Well, I wouldn't mind calling out the stopping places on an Atlantic liner."

A little boy had been reported to his father on a charge of stealing some apples from the stall outside a fruiteller's shop, and the parent was pointing out the evils of theft!

"My boy," he said, "you must have known that it is dishonest to steal. And, in any case, didn't your conscience tell you the man was watching?"

my two spare tickets will be auctioned for a price beyond the dreams of avarice. Now roll up, ladies and gentlemen—what offers?

HOTEL FIRE

CONCLUSION OF EVIDENCE AT INQUEST

DRAMATIC OUTBURST

Yesterday afternoon Mr. E. W. Hamilton and the Coroner's jury concluded the hearing of evidence in the King Edward Hotel fire inquiry, and, after his Worship had addressed the jury on their duties in connection with the inquiry, an adjournment was given until 12.15 p.m., on Wednesday next when the jury will return their verdict on the death of Mr. William Woods and add any rider which they may think fit in regard to the other aspects of the fire.

After a ten minutes' adjournment on the completion of evidence yesterday, the Court resumed for his Worship's address to the jury. Then the Hon. Mr. T. H. King, Captain Superintendent of Police, electrified the Court by reporting a sensational outburst on the part of a would-be witness, Mr. E. J. Wentz, an American resident of the King Edward Hotel at the time of the fire.

Mr. King explained that during the interval Mr. Wentz, who was present in Court, remarked to him: "It is an outrage—this deliberate attempt to stifle evidence and to whitewash the Police and Fire Brigade."

Eventually Mr. Wentz was allowed to give evidence which is recorded in another part of this report.

New Fire Regulations

At the outset Mr. King was questioned with regard to his statement at a previous hearing with regard to new fire regulations having been suggested and prepared by the Superintendent of the Fire Brigade. In reply to the Coroner he said that he was unable to produce the regulations in Court. He explained that they were prepared by Mr. Brooks and were at present with the Government. They were as yet only in their drafted form, and no copies were available. The draft covered public garages and places of entertainment, Mr. King explained, and would not cover public buildings in the sense in which they had been used throughout the inquiry. They did not cover hotels or the type of building which was the subject of the inquiry.

Evidence of Analyst

The first witness called was Mr. V. C. Branson, Assistant Government Analyst. He deposed to having received from Inspector Lane a mixture of cotton, such as would be used for a Chinese quilt, in which there was a large quantity of naphthaline balls—more than would be normally necessary to keep away moths from such material. He was also handed some burnt remains of what looked like a wicker basket or chair.

He did not think that cotton by itself, or with naphthaline balls contained in it, could spontaneously break into fire. He had experimented and found that a cigarette end merely, would set fire to the stuff.

Witness said that some authorities held that it was possible for cotton to smoulder, unnoticed, for days and weeks and then to burst into flames upon the action of a sudden draught. He did not think that there was great chance of spontaneous combustion with the presence of the naphthaline balls amongst the cotton mixture. He would say the fire started on the outside, and burnt inwards and toward the top. Provided they had sufficient air, the naphthaline balls would also be highly inflammable.

By the jury: Witness would be able to detect the presence of kerosene or gasoline if it had been there.

Naked Flame Necessary

Proceeding, Mr. Branson said he had also been handed the charred remains of wicker-work, which he agreed could be the baskets mentioned earlier as having been found slight under the staircase. Such material in his opinion could only be ignited with a naked flame like that of a match, but could not be ignited with the application of the lighted end of a cigarette.

He had also examined certain pieces of teak wood, treated on one surface with some polishing material, which, he was informed, had come from an hotel and from another building.

MAKE YOUR OWN SODA WATER

Sparkling
Ginger Ale
Tonic Water,
etc.
made
equally
easily.
3d. per dozen
large bottles
on the
FLUGEL
MACHINE
Only 59
COMPLET
WORKS AT ONE
FLUGEL
MACHINE
226 ACTON LANE, LONDON, W.4

By the Coroner: Experiments had convinced him that such polishing material could not permeate the wood to a greater depth than 1/50th part of an inch. But once it became dry, it would form a coat over the surface of the wood and prevent it from becoming moist again.

The Coroner: You have really formed no theories at all as regards the cause of the fire?

Witness replied in the negative.

Burnt Luggage

Inspector L. P. Lane was the next witness. He said that he visited the ruins of the King Edward on March 14 and examined debris which was being removed from the stairs. The top of the debris was removed to expose the charred remains of wood which had fallen down. Underneath were the burnt remains of what, evidently, had been luggage, also a heap of burnt cotton-wool with fragments of burnt rattan adhering to it, which looked like the remains of rattan baskets or trunks. In the middle there was some naphthaline or camphor balls.

The Coroner: How so?

Witness: In the first instance, they should have searchlights for those people who, jumping down from upstairs, could thus see the ground. Also substantial ladders that could reach higher than the third storey in the case of a six or seven storeyed building.

The Ladders in America

The Coroner: You are familiar with the Fire Brigade?

Mr. Wentz: Yes, in America.

Mr. Wentz mentioned that the ladders they had "over there" could reach to a height of 90 feet; these water towers, which were so constructed that their width gradually tapered towards the top, extended to the 8th or 9th storeys, and were provided with life-saving arrangements. He had himself gone up to the top of these ladders at the Fire Headquarters at New York.

The Coroner: Have you any experience with machinery?

(Continued on Page 8.)

Alleged "Death Trap"

When the Court resumed Mr. King made his sensational statement concerning Mr. Wentz.

Mr. Wentz rose from his seat in Court as if he wished to make an explanation. But remarking to the effect that he would "not be corrected," Mr. King attributed this further statement to Mr. Wentz: "The hotel was a death trap."

Proceeding, Mr. King said that since Mr. Wentz said that he was sorry that Mr. Wentz had not been called as a witness, and he had therefore gone into his Worship's chambers and acquainted him with the facts. He (Mr. King) had thought, with Mr. Wentz's written statement taken at the time of the fire before him, as an indication of what Mr. Wentz would say, that Mr. Wentz's evidence would not throw any further material light on the matter than was already before his Worship. He (Mr. King) would be the last to obstruct any witness at all, in coming forward to give any evidence whatever. From Mr. Wentz's remarks, it was to be gathered that he wished to give evidence.

The Coroner remarked that it was also his impression that Mr. Wentz would not have anything in his evidence that would throw any further useful light on what they had already heard from other witnesses. If Mr. Wentz now desired to give his testimony, the Court would only be too glad to hear him.

Mr. King: Mr. Wentz actually gave the Police every information in his possession. He was going to be called as a witness, but as your Worship will remember, business required him to go to Shanghai.

Witness Questioned

Mr. Wentz was then called. He said: I made a detailed report of that fire. I want to bring forward to-day.

His Worship, interrupting, said Mr. Wentz was to confine himself to answering the questions put to him.

Asked to give his experience during the night of the fire, witness said he was aroused, shortly after three o'clock, by a noise from the hall. He was then sleeping in room No. 309, which was on the third floor. On realising that a fire had broken out in the building, he thought of making for the fire escape, the existence of which, at the far end of the building, he knew, but found his way barred by flames which had broken out in the corridor.

"I went out of my room to the verandah, in Ice House-street. I expected the Fire Brigade to come, and saw quite a large number of people collected in the street. Taking some clothes out of my room, I again went out on the verandah to get dressed."

Witness said after waiting two or three minutes, he climbed over the balustrade of the verandah and climbed over into the Savoy Hotel, after negotiating three pillars. He made his way into the street and helped to hold a jumping sheet. A body fell down

from an upper storey and missed the sheet by five or six feet. Witness then went away because he was unnerved.

Only One Fire Escape

After he had been told by the Coroner that he could now make any additional statement he liked, Mr. Wentz said: "I feel it as criminal negligence that an hotel of any size to say nothing of the size of the King Edward, should have only one fire escape, and that fire escape placed in the remotest part of the building.

My room was less than 20 feet from the part leading to the fire escape, so how could people like the Robsons, who lived in a room further away, have a chance of escape, except by using the one wooden staircase, which was out of the question. I feel that the equipment of the Fire-Brigade is terrible.

The Coroner: How so?

Witness: In the first instance, they should have searchlights for those people who, jumping down from upstairs, could thus see the ground. Also substantial ladders that could reach higher than the third storey in the case of a six or seven storeyed building.

The Ladders in America

The Coroner: You are familiar with the Fire Brigade?

Mr. Wentz: Yes, in America.

Mr. Wentz mentioned that the ladders they had "over there" could reach to a height of 90 feet; these water towers, which were so constructed that their width gradually tapered towards the top, extended to the 8th or 9th storeys, and were provided with life-saving arrangements. He had himself gone up to the top of these ladders at the Fire Headquarters at New York.

The Coroner: Have you any experience with machinery?

(Continued on Page 8.)

NEW ADVERTISEMENTS

LOST.

LOST—In Kowloon, small rough hair Terrier, white with black markings. Finder please return to 3, Chatham Road, Reward.

FANLING HUNT

RAFT PROGRAMMES and ENTRY FORMS for the Spring Meeting, to be held on SUNDAY, 21st APRIL, 1929, may be obtained from MESSRS. THOMSON & CO., YORK BUILDING. Entries close at 12 o'clock noon on WEDNESDAY, 10th April, 1929. Hong Kong, April 4, 1929.

CLUB LUSITANO

CIRCULAR

COMISSAO Directora do Club Lusitano tem a honra de convidar os Exmos. Srs. Socios e suas Exmas. Familias e os demais Membros da Comunidade Portuguesa para se reunirem na sala "Luiz de Camões" do Club Lusitano no Sabado, 6 do corrente as 4½ horas da tarde, a fim de assistirem a Recepção em honra da sua Excia. O Governador de Macau Senhor Arthur Tamagnini de Sousa Barbosa e sua Exma. Família.

Haverá em seguida Cha e dança. A fim de que esta festa seja revestida de maior brilho possível a Direcção pede a comparsa de todos os Srs. Socios e suas Exmas. Familias e os demais Membros da Comunidade Portuguesa.

M. A. SIMOES,
Secretario.
Hong Kong, 3 de Abril de 1929.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction

ON
SATURDAY, April 6, 1929,
commencing at 11 a.m.,
at their Sales Room,
Duddell Street.

3 Stoves
5 Heaters
48 Wheel Barrows
1 Bale Hair Belting.
1 Bale Compressed Fodder.
1 Case Lactogen.
1 Bag Broken Glass.
8 Bales Old Newspaper—more
or less damaged

and
A Quantity of MISCELLANEOUS GOODS and FURNITURE.

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.
Hong Kong, April 4, 1929.

THE Undersigned have received instructions to sell by Public Auction

ON
MONDAY, April 8, 1929,
at 11 o'clock a.m.,
at their Sales Room,
Duddell Street.

3 Complete Sets of Hollow Win
Lamps, 14 Lamps each set.
3 Hot Air Fans.
4 German Table Lamps.
6 English Table Lamps.

7-800 and 2,000 C.P. German
Lamps
3 German Iron Safes with Com
bination.

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction

ON
TUESDAY, April 9, 1929,
commencing at 2.30 p.m.
at their Sales Room,
Duddell Street.

A Large Quantity of
VALUABLE HOUSEHOLD
FURNITURE

Comprising—
Teak Hatstand, Desks, Book
cases, Glass Cabinet, Chesterfield
Couch and Armchairs, Gramo
phones and Records, Carpets,
Rugs, Tricycles, Perambulators,
Oil Paintings, Pictures, Electric
Fans, Standard and Table Lamps,
Porcelain and Brass Ware, etc.

Teak Dining Tables, Dining
Chairs, Sideboards with Bevelled
Mirrors, Dinner Waggon, Dinner
Crockery, Glass Ware, White Frost
Refrigerators, Filters, Aluminium
Cooking Utensils, Teak Ice/Chests,
etc.

Teak, Iron and Brass Bedsteads
with Mattresses, Single and
Double Wardrobes with Bevelled
Mirrors, Marble Top Washstands,
Toilet Crockery, Chests of Drawers,
Dressing Tables with Bevelled
Mirrors, Enamel Baths, Chamber
Stands, etc.

also
One "Austin" 20" H.P. 5-Seater
Motor Car, Recently and Completely
Overhauled, Repainted and Re
plated and 6 New Tyres Fitted

and
A Large Quantity of
FINE CANTON BLACKWOOD
FURNITURE.

On View from Monday, April 8,
1929. Catalogues will be issued.

Terms—Cash on Delivery.
LAMMERT BROS.,
Auctioneers.

THE Undersigned have received instructions from Dr. G. M. Harston to sell by Public Auction,

ON
WEDNESDAY, April 10, 1929,
commencing at 2.30 p.m.,
at his Residence, No. 55, The Peak.

The Whole of His Valuable
Household Furniture

Comprising—
Chesterfield Sofas and Arm
chairs, Carved Cherry Wood Arm
chairs and Cardtables, Japanese
Cabinet, Brass Ware, Porcelain,
Pictures, Writing Tables, Book
cases, Carpets, etc.

Extension Dining Table, Dinner
Waggon, Brass and Brass Mount
ed Fenders, Ornaments, etc.

Brass and Brass Mounted Bed
steads, Wardrobes with Bevelled
Mirrors, Dressing Tables with Bevelled
Mirrors, Screens, etc., etc.

Crockery and Glass Ware, etc.

Finely Carved Canton Black
wood Desk, Overmantel and Chairs,
etc.

White Frost Refrigerator, Bath
room, Pantry and Kitchen Re
quisites

and

One Cottage Piano by "Zatter
and Winkelmann"

also

A Large Quantity of Ferns and
other Plants in Pots.

Terms—Cash on Delivery.

Catalogues will be issued.

On View from Tuesday, April 9,
1929.

LAMMERT BROS.,
Auctioneers.

From the Glen
Highland Nectar

Welcomed and esteemed
because of its exquisite
delicacy of flavour and
true Highland characteristics,
no other whisky makes such
a definite appeal to the palate
as "Highland Nectar".

The quality is guaranteed
and always rigorously
maintained.

Some New
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Records from This List!

ROYAL PHILHARMONIC ORCHESTRA
CONDUCTED BY SIR THOMAS BEECHAM

MOZART — SYMPHONY IN C.

L2220 — 21 — 22 — THREE RECORDS.

MADRID SYMPHONY ORCHESTRA
CONDUCTED BY ENRIQUE FERNANDEZ ARBOS

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FICTION, ETC., ETC.

For further particulars apply to the "China Mail" Office.

G. FALCONER & CO., (HONG KONG) LTD.
WATCHMAKERS & JEWELLERS
DIAMOND MERCHANTS.
Union Building (Opposite G.P.O.)

Agents for:—ADMIRALTY CHARTS,
ROSS'S BINOCULARS and TELESCOPES,
KELVIN'S NAUTICAL INSTRUMENTS,
ENGLISH SILVERWARE, direct from Manufacturers.
High Class English Jewellery.

THEATRE ROYAL
THE HONG KONG A.D.C.
in
"THE DOVER ROAD"
by
A. A. MILNE

6th, 9th, 11th, 12th & 13th April.
50% of the profits will be given to
"THE MINERS' FUND"
BOOKING AT ANDERSONS from 23rd March.

CHOY HEONG
MANUFACTURER OF PRESERVED GINGER AND FRUIT.
Established For More Than Forty Years.
Office—No. 90, Bonham Strand, Hong Kong. Tel. C. 1424.
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AN OLD
Hawaiian
CUSTOM

Your ship docks in Honolulu and a pretty maid of Hawaii places a *lei* (garland of flowers) around your neck. It's an old Hawaiian custom. The natives of Hawaii are far-famed for their natural musical ability, their happy sport-loving dispositions, and their sincere hospitality. As a visitor to the Paradise of the Pacific, you will learn the warmth of *Aloha!* On moonlight nights, the haunting melodies of native serenaders will make you want to "stay a little longer." You'll thrill at the native sports and pageants, and all the time you'll be enjoying twentieth-century comforts. *Luau* feasting, graceful hula dancing, *hakila* fishing, parties—all are as typically Hawaiian as sunshine and rainbows and cool trade winds. Your local ticket office or steamship company will show you how to plan your trip to America over the balmy sunshine route with a stop-over (your ticket costs no more) at the Hawaiian Islands—Kauai, Maui, Oahu and Hawaii. From Honolulu you can go direct to Vancouver, Portland and Seattle, San Francisco or Los Angeles, on steamers of the N.Y.K., Dollar, Canadian-Australasian, Matson and Lassco Lines.

—HAWAII—

For coloured booklets on Hawaii and further tour information, clip this ad. and write to

HAWAII TOURIST BUREAU
Dept. I.
Box 296, SHANGHAI, CHINA.

HOTEL FIRE

(Continued from Page 7.)

Mr. Wentz laughed, stating that he was an imports and exports man. He thought that it would not take much time to get one of these towers alongside a burning building—he had seen the firemen take less than two minutes to bring their own equipment alongside the King Edward.

The Coroner said that much of Mr. Wentz's subsequent remarks could not be included as evidence, but the jury would doubtless take full note of what he had said.

Locked Grille

Mr. Wentz further referred to the locked grille at the bottom of the fire escape, which was the evidence of his own eyes.

Finally, Mr. Wentz explained that he had nothing to say against the personnel of the Fire Brigade. It was with their equipment that he found fault, for he had always maintained that however good a mechanic might be, he could not do much without proper tools.

Mr. King, replying to the Coroner, said he did not wish to put any question with regard to the statements just made by witness. He gathered, however, that Mr. Wentz complained of the delay in the arrival of the Fire Brigade.

Must Have Proper Tools

Mr. Wentz: No, I did not. I was very much impressed with the working of the Fire Brigade. I only say, and repeat myself, that a man, however good a mechanician he is, cannot do much without the proper tools.

Mr. King: I am glad I am wrong. I understood that you complained that you were in the street before the Fire Brigade arrived.

Mr. Wentz: I was in Ice House-street when the Brigade was in Des Voeux-road. I want to say, that Chief Brooks, as I understand him to be, that helped me to recover my papers from my room before the flames drove me out entirely.

The Coroner: The jury desire me to say that they are glad that you have come forward to give your evidence. I don't think you really believe for a moment that they wished to suppress any evidence. If so, I can assure you that it was entirely incorrect. I am very much obliged to you for coming into Court.

The incident then closed.

Coroner's Address

After another short adjournment, the Coroner addressed the reassembled jury as follows:

"I do not propose to delay you with any detailed reference to the evidence tendered at this enquiry, as you have had in your possession from the beginning copies of the evidence handed to you daily, after each hearing.

(Continued at foot of Col. 5.)

MONEY AND SHARES

TO-DAY'S QUOTATIONS

On London	1/11 5%
Bank, wire	1/11 1/16
Bank, on demand	1/11 1/16
Bank, 30 days' sight	—
Bank, 4 months' sight	1/11 5%
Credits, 4 months'	—
sight	2/- 5%
Documentary 4 months'	—
sight	2/- 5%
On Paris	—
On demand	1222/2
Credits, 4 months'	—
sight	1297/2
On Berlin	—
On New York	—
On demand	47 1/2
Credits, 60 days' sight	49 1/2
On Bombay	—
Wire	131 1/2
On Calcutta	—
Wire	131 1/2
On demand	131 1/2
On Singapore	—
On demand	85
On Manila	—
On demand	96 1/2
On Shanghai	—
On demand	73 1/2
30 days' sight (private	—
paper)	—
On Yokohama	—
On demand	107
Gold Leaf, 100 fine	—
(per tael)	—
Sovereigns (Bank's	—
buying rate)	9.80
Silver (per oz.)	25%
Bar Silver in Hong	—
Kong	3% Prem.
Copper Cash	Nominal
Chinese Copper Cents	6% Prem.
Rate of Native In-	7% p.a.
terest	—
Chinese Sub. Coin	31 1/2% dis.
Hong Kong Sub. Coin Par.	—
LONDON EXCHANGES.	
London, Yesterday.	—
Paris	124.15
New York	435 1/2
Brussels	34.95
Geneva	25.225
Amsterdam	12.11 1/2
Milan	92.75
Berlin	20.47
Stockholm	18.175
Copenhagen	18.215
Oslo	18.195
Vienna	34.505
Prague	163 1/2
Helsingfors	192 1/2
Madrid	32.15
Lisbon	105 1/2
Athens	375
Bucharest	116
Rio	5 27/32
Buenos Aires	47 5/16
Bombay	1/5 31/32
Shanghai	2/6 1/4
Hong Kong	1/11 5%
Yokohama	1/10 1/32
Silver Spot & For-	—
ward	25%
—British Wireless Service.	—

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By The World's Most Famous
Blood and Nerve Tonic.

No matter how great your normal energy, no matter how strong your will, you cannot persistently impose too severe a strain upon your powers without sooner or later experiencing a breakdown.

The early symptoms of nervous exhaustion are easy to recognize. You lose your spirits, feel nervous and irritable, all things worry, assuring the secret of your trouble. Your memory becomes uncertain and your thoughts confused; perhaps headache, hot flashes, and a tendency to get easily excited are noticeable. You digestion suffers and you feel the need of stimulants to cheer you up and to aid your appetite. Even if you quickly get off to sleep on going to bed you soon awake, and your brain then refuses to give you any rest until the small hours, with the result that on rising you feel tired and unfitted for the labours of the day.

Probably the very best cure for such a condition is a long sea voyage. But few can afford either the time or the money for this. A method of treatment within the means of everybody, and which tens of thousands of sufferers throughout the

DR. WILLIAMS' PINK PILLS.

Pills do this because of their unique formula, devised originally by a physician (an M.D. of Edinburgh University, Scotland) of great genius and experience, a formula containing not only a number of ingredients highly beneficial to the human organism, but also one of such outstanding importance that it has been declared by the highest medical authority to be indispensable to life.

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free at \$1.50 per bottle, \$2.00 for 6 bottles, from The Dr. Williams' Medicine Co., 50, Kiangsu Road, Shanghai.

The Coroner suggested that the jury would require time for a detailed consideration of their verdict, and he accordingly adjourned the enquiry until Wednesday next at 12.15 p.m.

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A WEEK'S PAPERS IN ONE.
OVERLAND

CHINA

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and all the NEWS.

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Easter Week has been eventful in Hong Kong and China. The holidays began with war clouds hanging over Canton, bringing in their train the portent of trade dislocation. Other counsels prevailed and Canton now stands devoutly for peace.

Conditions in the Yangtze Valley, Central China, are not so encouraging. But the worst that can be said is that developments are panning out much as expected, so that the civil war ought to finish early; and China will be able to proceed with setting her house in order; and merchants, both Chinese and foreign, will be able to continue their business without further hindrance.

Disturbing news has come through from Fukien about interference with an establishment of the London Mission Society.

Other than that, and the unrest in Shantung promontory, there is not much else to cause alarm. It is the duty of Hong Kong, therefore, to tell the world and Britain in particular what the position is—so that there need be no further hesitation. A good, sound way of describing the latest occurrences is to send the "Overland China Mail," with its news, articles, comment and pictures—pictures of local people and scenes. It is the only illustrated weekly budget of news published in Hong Kong; and it contains all the "local" and "China" news of the week.

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"THE OVERLAND CHINA MAIL"



BOXING

NEW CONDITIONS OF BRITISH CHAMPIONSHIPS

CONTROL BOARD'S RULING

London, Yesterday.
According to a rule passed by the newly formed British Boxing Board of Control all British subjects are eligible for British championships provided they are born of white parents and have been resident for two years in the British Isles, of which twelve months must be continuous, and an aggregate of two years must be completed in three years.—Reuter.

Sandwina Disqualified

London, Yesterday.
The British Boxing Board of Control has suspended for four months the heavyweight fighter, Ted Sandwina, who is German-born but American-trained, and ordered him to forfeit the purse obtained from the contest with Charlie Smith in the Albert Hall, London, on March 21 when Sandwina was disqualified for low hitting.

The purse will be given to the Boxers' Benevolent Fund.

"This suspension will be recognised by the New York State Commission. Sandwina was disqualified on January 30 for fouling Phil Scott.—Reuter.

Walker Fails to Dethrone Loughran

Chicago, March 28.
Tommy Loughran kept his light heavy-weight title by an easy decision over Mickey Walker here to-night.

Though Tommy had things all his own way, the fight was a fast one in which Walker was the aggressor. Loughran outboxed him and was the middleweight champion, however.

Loughran took five rounds, Walker took three and two were even.

There were 20,000 spectators. While Walker was taking the aggressive consistently, Loughran outboxed him and his clever left kept Mickey away.

Loughran took the first three rounds, landing damaging wallop to the head. In the fourth Walker outfought Loughran, causing the latter's mouth to bleed.

Walker took the fourth and fifth. In the sixth Loughran landed heavily upon the body and made this round his.

In the seventh round Walker started blood from Loughran's mouth and eye. It was Walker's round.

The eighth was even, with Loughran landing damaging blows to the head and body while Walker was making efforts for a knockout.

The ninth and tenth were Loughran's rounds.

Loughran was simply too clever for Walker. That fact sums up the result, in the opinion of most of the fight fans and correspondents.

Tuffy Griffiths took a decision over Leo Lomski in 10 fast and furious rounds. It was a close fight. Griffiths accordingly will meet Loughran.—United Press.

Bud Taylor and Tony Canzoneri New York City, March 28.

Bud Taylor and Tony Canzoneri signed to-day for a fight on April 26.

Al Singer and Young Fernandez have signed for a battle on May 3.—"United Press."

HOCKEY

CLUB TEAM AGAINST KOWLOON

The following have been chosen to represent the Hong Kong Hockey Club "A" team against the K.B.S.P.A. on the King's Park ground to-morrow:—Sapsied; Roswell, Rankin; Ashby, Duncan, N. Evans; Price, Botelho, Nowers, Laffelder, and Ross.

Bully-off: 5.15 p.m.

GOLF

AMATEUR CHAMPIONSHIP AT HOME

MAY BE POSTPONED

London, Yesterday.

The Committee of the Royal St. George's Club at Sandwich, where the amateur golf championship will be played, may be asked by the authorities at St. Andrew's to postpone the fixture on account of the General Election.—Reuter.

Bobby Jones

New York, Yesterday.
Bobby Jones has arrived from his Atlanta home in his capacity of barrister. Interviewed he said that he was unable to compete in the British open and amateur championships. George von Elm is expected to leave for England with the American Ryder Cup team on April 10.—Reuter's American Service.

FANLING HUNT

SPRING STEEPELCHASE MEETING

The following is the programme for the Fanling Hunt Spring meeting on Sunday, April 21:

3 p.m.—Ardvordups Stake. Once round. Inside Course. Winner \$100, 2nd \$50. For China ponies that have not won a steeplechase this season. Catch-weight at 170 lb. Entry \$5.

April Handicap. About 1½ Miles on National Course. Winner \$100, 2nd \$50. For China ponies. Entry \$5.

Summer Plate. About 1½ Miles on National Course. Winner \$100, 2nd \$50. For China ponies that have started at Kwanti this season. Weight for inches as per scale. Winners at Kwanti this season of two races 8 lb. penalty, of three or more races 14 lbs. penalty. Non-winners allowed 5 lbs. Entry \$5.

The Fanling Champion Steeplechase. About 2 Miles on National Course. A Challenge Cup to be held one year and a replica presented to the winner, 2nd \$50. For China ponies. Weight for inches as per scale. Entry \$5.

Summer Consolation Stakes. About 1 Mile on Inside Course. Winner \$100, 2nd \$50. For China ponies that have never won a steeplechase. Weight for inches as per scale. Ponies that have started at Kwanti allowed 5 lbs.

Ponies that have started at Kwanti and have not been placed this season allowed 10 lb. Entry \$5.

N.B.—Ponies must be entered in at least two events.

Entry forms have to be returned to Messrs. Thomson & Co., York Building, before noon, on Wednesday next.

LAWN TENNIS

RESULTS OF TIES ON H.K.C.C. TOURNAMENT

Yesterday's ties in the H.K.C.C. tennis tournament resulted:

Open Singles Championship.—H. D. Rumjahn beat M. K. Lo 6-4, 6-4, 6-4.

Handicap Single "B" (Final)—E. R. Price (rec. 4/6) beat T. J. Price (owe 2/6) 5-7, 6-1, 6-1.

Mixed Doubles.—S. E. Green and Miss Heard received a walk over from L. Forster and Mrs. Stark; D. Smith and Mrs. Smith (owe 4/6) beat W. Woodward and Mrs. Woodward (rec. 4/6) 9-7, 6-3; H. V. Parker and Miss D. Stanton (owe 2/6) beat A. Piercy and Mrs. Piercy (rec. 4/6) 6-3, 5-7, 6-1.

To-day's Matches:

Open Singles Championship:

S. A. Rumjahn v. J. S. McEachran; M. W. Lo v. L. Goldman.

Handicap Singles "A"—H. J. Armstrong (owe 1/6) v. J. G. Lawrie (owe 3/6); J. Barrow (rec. 3/6) v. L. Forster (owe 15).

Handicap Doubles.—G. N. de Man and C. Stigler (rec. 4/6) v. O. E. C. Marton and H. Owen Hughes (owe 15/1).

Bully-off: 5.15 p.m.

FOOTBALL

FIRST AND SECOND DIVISION GAMES

K.O.S.B. DOUBLE

Football League matches played yesterday afternoon resulted:

Division I.

K.O.S.B. 1 H.K. Police 0

Division II.

K.O.S.B. 4 Kowloon 0

China Ath. R. 4 Eastern F.C. 0

S. China "B" 2 R.A.F. 2

R.A.F. 1 Somersets. 1

K.O.S.B. v. Police

This match was played at Soo-kumpoo and attracted an enthusiastic crowd. It was a very close affair from beginning to end and the K.O.S.B. won by the only goal scored, thanks to their forwards making the most of their opportunities.

It was a ding-dong struggle for a long time. Clarke was tried by Stock, but cleared well. At the other end McDougall had little difficulty in saving from a Police attack.

Toward the end of the first half, the K.O.S.B. got going and McGlinchey netted, but the misfortune to be ruled off-side. They kept up the pressure, however, and one of the Police defenders handled close in. A free kick resulted and from this Stock headed into the net for a fine goal.

The K.O.S.B., again went all out after the resumption, and Clarke had plenty of work to do, but, in spite of several corners, he allowed nothing to go past him.

The Police had a fine chance of equalising when Oram and Pile got going from a clear by Wynne, but McDougall cleared well.

At the final whistle the K.O.S.B. were winners by one goal to nil.

K.O.S.B. v. Kowloon

The K.O.S.B. second string visited Kowloon Reserves and won a rather one-sided game by four goals to nil. Cook scored twice for the K.O.S.B., in the first half without reply. On the resumption, Kowloon improved for a time but could not score. Crawley added two goals for the soldiers in this half.

Athletic v. Eastern

This match, played at Happy Valley, was won by the Athletic by four goals to nil. The Eastern played a strong game, but failed badly in front of goal. The Athletic's goal-getters were Mak Kwok-tung (two in the first half) and Lo Wai-man (two in the second half).

R.A.F. v. South China "B"

The South China "B" team were held to a draw by the R.A. Reserves in their match at Caroline Hill, the scores being two goals each. The first half was a blank. South China drew first blood on the resumption, and soon afterward were two up when Camp put through his own goal during an exciting melee.

The R.A. played up well after this, and dominating the play right to the finish, they managed to snatch the game from the fire. Their goals were scored by Allan and Taylor.

R.A.F. v. Somersets

These two teams met at King's Park and shared the points, each scoring one goal. The Somersets were the better team and were unlucky to have to drop a point.

The Airmen took the lead through Bond from a free kick, but soon afterward the Somersets were on

even terms. Palmer turning the trick. The second half was keenly contested, with the Somersets having the better of the exchanges, but they were just unlucky and could not score.

LEAGUE TABLES

First Division

P. W. D. L. F. A. Pts.

S. China 18 12 2 4 35 21 26

Somersets 10 4 3 44 16 24

K.O.S.B. 10 2 6 5 34 22 23

Athletic 17 9 3 5 37 24 23

Police 18 10 3 5 26 19 23

Royal Navy 18 9 1 8 30 26 19

Kowloon 13 5 6 9 27 16

EE.F.C. 17 3 5 8 42 13

Recreo 17 5 3 8 41 13

Small Units 15 6 0 9 21 12

Eastern 17 0 0 17 18 9 0

Second Division

Goule 1 P. W. D. L. F. A. Pts.

Royal Navy 22 20 1 1 38 19 41

20 17 1 2 35 13 35

Somersets 20 13 3 4 60 22 29

Athletic 19 12 1 6 54 23 25

R.A.F. 21 9 4 8 45 40 22

S. China "B" 22 9 3 10 39 47 21

R.A. 19 6 3 10 32 54 15

St. Joseph's 29 20 5 12 22 59 12

Recreo 20 5 2 13 22 59 12

Small Units 20 6 4 12 24 51 12

Eastern 18 3 5 10 43 11

Kowloon 21 3 5 13 21 75 11

Referees' Meeting

The monthly meeting of the Hong Kong Football Referees' Association will be held at the Chaplin's Hut, Scandal Point, on Friday, April 12 at 6 p.m. prompt. All interested are cordially invited.

RUGBY FOOTBALL

ARMY OVERWHELMED BY THE NAVY

Showing marked superiority, the Navy XV. defeated the Army in the second match of the triangular rugby tournament yesterday afternoon on the Club ground, by the large margin of 20 points to 5.

In contrast to the Naval men, the Army forwards could never get going and seldom looked dangerous. With spectacular team work the Senior Service crossed their opponents' lines no fewer than six times; four of their efforts, however, were unconverted. A penalty goal was scored, and a try was converted.

Lieut. Maxwell (K.O.S.B.) scored the only try for the Army in the second half, which was converted.

The final scores were Navy 20 points (4 tries, 1 goal, 1 penalty goal); Army 5 points (1 goal).

According to form displayed, the Navy will give the Club (who has also defeated the Army) a tough tussle for the deciding match.

BASEBALL

New York, March 16.

On April 16 both the American and National Leagues will open their 1929 baseball season, according to the schedules of games on both leagues.

The schedules have the following ball teams to perform in the opening games:

American League:

Chicago at St. Louis.

Detroit at Cleveland.

Philadelphia at Washington.

Boston at New York.

National League:

Brooklyn at Boston.

New York at Philadelphia.

Pittsburgh at Chicago.

THE BLIND TEST.

P.D.



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TO-DAY'S RADIO

"THE SINCERE COMPANY"

TO BE RELAYED

The following programme will be broadcast to-day from the Government Broadcasting Station Z.B.W. on 350 metres.

1.48 p.m.—Weather Report.
5.30-6.30 p.m.—Programme of Chinese Music. (Eeka Records supplied through the courtesy of Messrs. The Canton Trading Association Ltd.).

7.45 p.m.—Evening Weather Report.

8 p.m.—Programme of Chinese Music relayed from the Roof Garden of Messrs. The Sincere Co., Ltd.).

10.30 p.m.—Close Down.

GREAT FIRES

250 HOUSES DESTROYED IN RIZAL

A fire of gigantic proportions which swept away the entire barrio of Calumpang in Marikina, Rizal, last Sunday afternoon, devoured 250 houses, causing damages estimated at P100,000. Approximately 1,000 people were rendered homeless.

The conflagration, which started at about three o'clock, had its origin in the bedroom of a house owned by Vicente Adriano. Owing to lack of water and fire-fighters equipment and a strong breeze which was blowing at the time, the fire spread rapidly.

There was only one known casualty. Private Ezequiel Ballena, of the 50th Company of the Constabulary, who together with some 60 soldiers headed by Lieutenant Bayon, was trying to put out the fire, was struck by a piece of flying iron roof and was severely wounded in the head. It is feared that several other people were injured. At least one woman and her newly born child, the family of Vicente Adriano, from whose house the fire originated, were missing on Sunday and could not be located, reports the "Philippines Herald."

BLAZE IN ANGELES

Half a million pesos worth of property was destroyed in Angeles, Pampanga, in a fire that broke out on the night of March 29. The fire was of accidental origin, it is stated. It spread from a small nipa house to the commercial centre of the town destroying most of the commercial houses and causing the death of one person.

The fire was put out with the help of a fire brigade from Fort Stotsenburg and by Constabulary reserves who rushed to the scene of action from San Fernando, Pampanga.

PROHIBITION RULES

Buffalo, N. Y., March 27. Discussing the new law on liquor violations, Senator Jones said to-day that one of the chief reasons for making prohibition violation a felony was to provide for deportation of aliens who engage in the liquor business commercially.—"United Press."

VERTICAL

HORIZONTAL (Cont.)
1-Capital of New York State
6-To disagree
10-Compensation
15-Exist
18-A tapestry
19-No bar
20-Having ears
21-Spanish female
22-Saint and writer
23-C
24-Range
25-Three-toed sloth
26-Level
28-T's lot
29-A river of France
30-Prefix. Same as "in"
31-Compass point (abbr.)
32-A dependency of China
34-Old spelling of "olga"
35-A river of Egypt

YESTERDAY'S SOLUTION
CHALET ADAPTS
ARTELESCOPE
LI PAN ERSSAN
ONSET SILAS
REARED PALACE
YRS DROL RRS
ONE CIDER LMP
BEACON DENSER
ESTER POONAA
RS ANE MABIT
O USELESSLY E
NAPERY STEELS

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)



FELAND FOR WASHINGTON

Washington, March 25.

General Logan Feland of the Second Brigade of Marines in Nicaragua was to-day ordered to report to headquarters at Washington for assignment to new duty. The nature of the assignment was not revealed.

General Dion Williams, in charge of the base at San Diego, replaces General Feland in Nicaragua.—"United Press."

Marion Copp is a rising young soprano who assisted in the Sea Music Festival held in Vancouver from January 23 to 26. The festival programme was interpreted by many distinguished singers, instrumentalists and choirs, and was the music event of a decade.

WOMEN'S HOSTEL

RESULT OF RECENT CONCERT & DANCE

A concert and dance were held in the University Great Hall on March 16 in aid of the Building Fund of the Women's Hostel. The function was promoted by Miss Griffin and the women undergraduates also gave their support wholeheartedly, with the result that the fete was a great success. Following is the statement of accounts:

Receipts

Donations:
Lady Ho Tong \$ 100—
Mrs. Todd .. \$ 50—
Miss Sawyer \$ 5—
Anonymous .. \$ 200— \$ 355.

Sales:

Auction of two pictures bought by Mr. Chan Lim Pak .. \$ 110—
Sweet Stalls (Bricks of Bonbons etc.) .. \$ 180.80—

Mineral Waters .. \$ 10.70—
Tickets .. \$ 1512 \$ 1,813.50

\$ 2,168.50

Expenditure
Refreshments, stock of sweets, etc. .. \$ 293.80

Nett Profit \$ 1,874.70

plete surprise to almost everyone concerned.

Much interest was stirred in the United States and Senator William E. Borah and other liberals opposed the move.—"United Press."

AN INNOVATION

COLONY'S FIRST CABARET ANNOUNCED

BANBARS TO ENTERTAIN

As an innovation, the Hong Kong Hotel Roof Garden will be turned into a real cabaret on Monday, during the dinner dance. This is a departure from the quiet life of the Colony, but unfortunately the cabaret is to last only one night. The management is sparing no expense to make it a success, and the entertainment will be given by the Banbar Musical Comedy Company.

The programme will be similar to that recently given at the Majestic Hotel, Shanghai. The Shanghai Press described it as a colossal success, and that it was in every way equal to that at all the big London cabaret clubs.

MAIL PRIVILEGES
RETURNED TO "NORTH CHINA STAR"

Washington, March 21. Announcement was made to-day by the Chinese Legation that mailing privileges have been restored to the "North China Star" of Tientsin.

Privileges were taken away some time ago, by action of the Kuomintang press committee, allegedly because the "Star" had printed a story forecasting early disaster for the Nationalist Government. Dr. Charles James Fox, editor of the "Star," declined to apologize or retract. He has for years been known as a friend of the Nationalist and trouble of this sort involving his paper came as a complete surprise to almost everyone concerned.

Much interest was stirred in the United States and Senator William E. Borah and other liberals opposed the move.—"United Press."

THE HONGKONG

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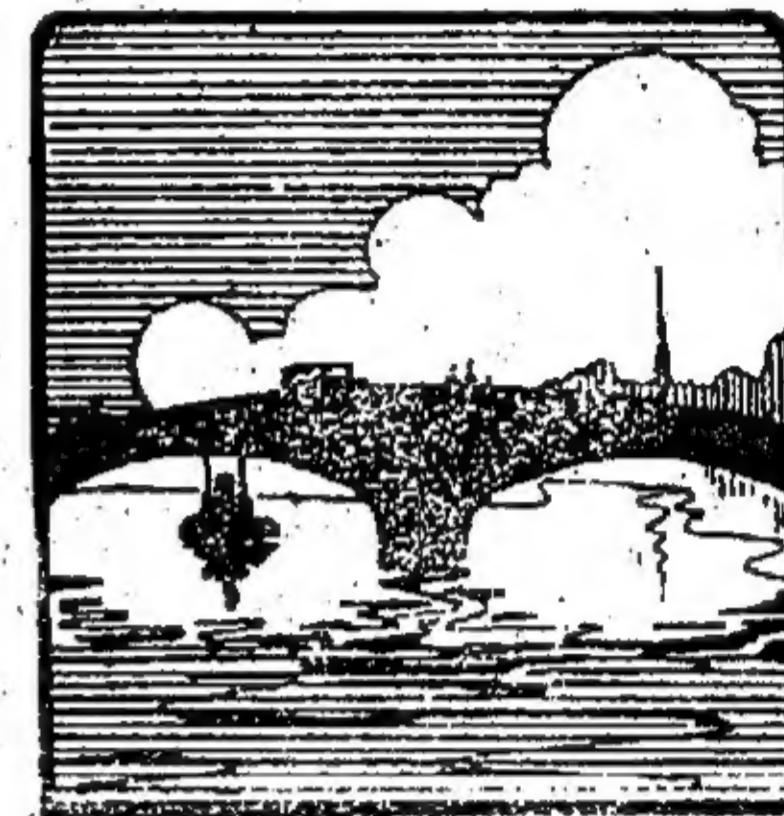
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To Mrs. Shellshear

Hon. Treasurer H.K.B.S.
Hong Kong University.

Madam,

Kindly enroll me as a Member of the above Society. I enclose \$12.00 as Annual Subscription.

Yours Faithfully,



The oldest music hitherto recorded on the American continent was unearthed and reconstructed for production at the Sea Music Festival at Vancouver at Vancouver.

These are three song-dances ascribed to the Indian Chief Mambertou by Marc Lescarbot, the young lawyer from Paris who in the year 1609 published an entertaining account of the life of the French garrison at Port Royal in Nova Scotia. Lescarbot, like all educated men of his day, was something of a musician and wrote down in solfa notation the melody and song he heard this Indian chief sing, but no modern historian appears to have realised the importance of this notation. However, in

reconstructing an English version of "L'Ordre de Bon-Temps," written in French by L'ouigny de Montigny, J. Murray Gibbon of the C.P.R., was struck by the possibilities of this music, and suggested to Dr. Healey Willan, of the Toronto Conservatory of Music, that he should arrange it for modern production. To an Indian, the melody is only half the music, and the problem was to discover the original rhythm. Fortunately, after considerable study, Dr. Willan was able to find in the traditional tribal music of the Melicite Indians, who are descendants of the Souriquois of Lescarbot's time three traditional dance rhythms which exactly fit the melodic line of the notes recorded by the French historian of three hundred years ago. In this manner three delightful song-dances were reconstructed and were incorporated in the ballad opera "The Order of Good Cheer," which was produced on January 25 at Vancouver. Hitherto the oldest song identified with Canada has been the hymn "Jesus Ahatonia," which Father Brebeuf translated into the Huron dialect about the year 1642 for the Indian converts at Quebec. The song-dances of Chief Mambertou are, however, native to Canada and were noted by Lescarbot in the year 1606. The probability is that they were old even at that time, as folk tunes are handed down by

melodic line of the notes recorded to generation.

THE MOTORISTS' PAGE

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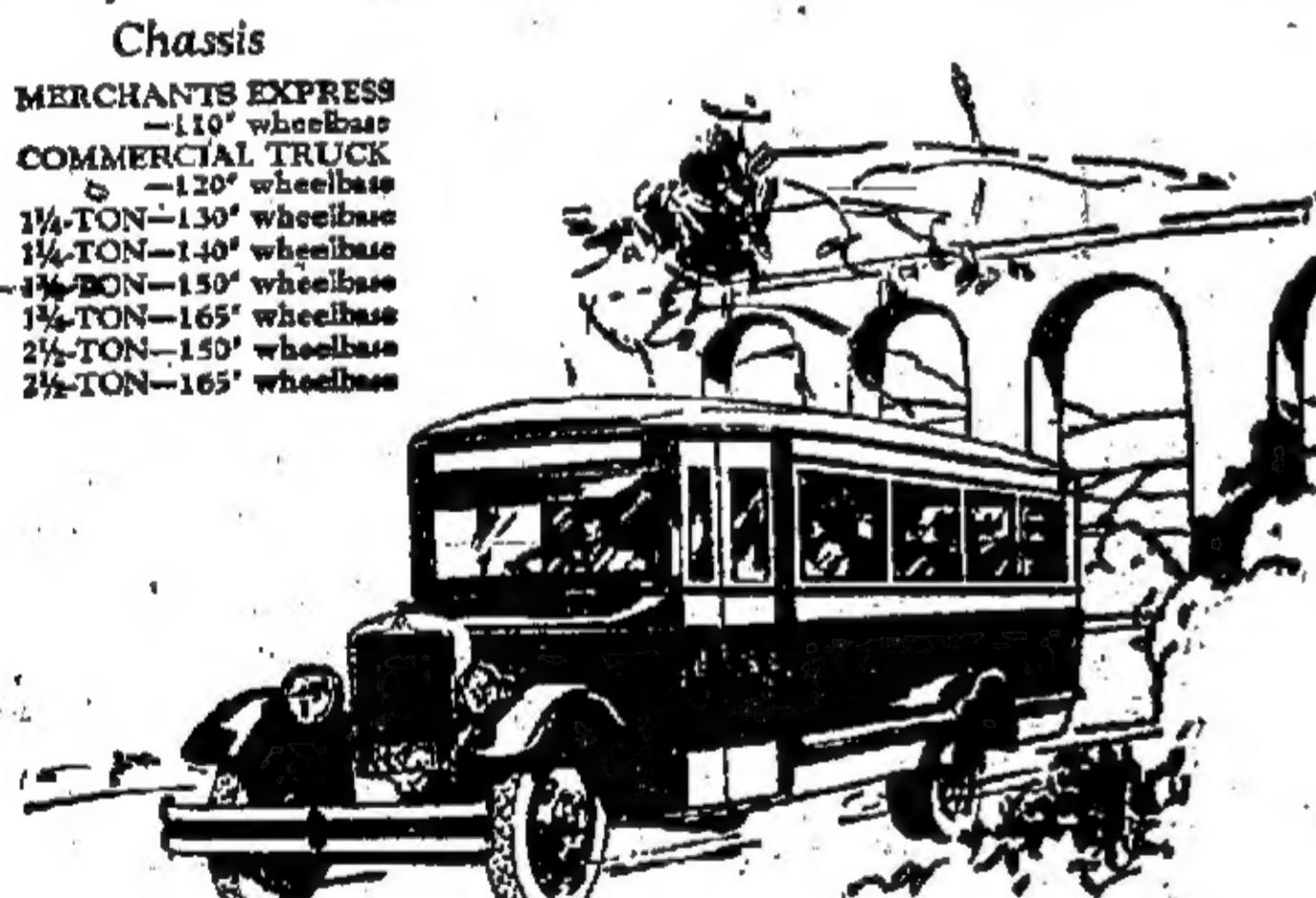
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PUBLIC CARS

MANY OWNED BY PRIVATE LICENCES

"Conservative" Hong Kong may be behind time in more ways than one, but at least it can boast of its public motor car service.

There is in the Island more than 500 vehicles plying for hire, not counting the buses and taxicabs, and although the two latter classes of conveyances are "up-to-date" they cannot always equal the "hire cars."

These vehicles are by no means "consumptive" or "cranky" as are those to be found in other ports. Even Shanghai, with its motor traffic equaling that of Chicago, is nowhere near us in the matter of hire car service.

An observant person would no doubt notice that the hire cars of this Colony are all of the latest model, and are well-known makers. Brand new Chryslers, Fords, Whippets, Overlands, Singers, Buicks, and other equally expensive cars are daily to be seen "touting" for business. They are fully equipped, and are always kept in good running order.

In fact, there is hardly anything to distinguish them from private cars except the number plate and "Public Vehicle" at the back.

One is, therefore, inclined to ask whether it pays the owners to ply such expensive cars for hire. To this question we are unable naturally to give a definite answer, but judging from the large number on the street, the business seems a paying one.

These cars are mostly owned by private individuals and not by companies. The owners are either Chinese or Indians. The latter, however, run their vehicles—solely as a business enterprise—but the Chinese do so with twofold purpose. Most of the cars belonging to Chinese owners were bought primarily for their own use, but, instead of taking out a private licence, they get a public one. Thus they can use the car to and from their places of business and also for occasional pleasure jaunts. The rest of the time the vehicle is "farmed" out to the chauffeur for a stipulated sum of money. It is only in this way that a car is made to pay for its cost and upkeep.

TYRE WEAR

SOME USEFUL GADGETS

Mr. H. Thornton Butler, writes in the "London Daily Telegraph":—

Although each succeeding season shows improvement in the equipment of motor carriages, it cannot be denied that the very improvement often brings certain drawbacks in directions not dreamt of previously.

Let us take a case in point. Front-wheel brakes have vastly improved the driver's control of his car. On the other hand, these brakes have added considerably to the wear of the front tyres, and—strangely enough—in a large number of cars this additional wear takes place on the outer side of the front-wheel tread. This can easily be verified by inspection, and if such is the case the remedy is to take off the cover and reverse it when remounting, so that the worn side takes the position formerly occupied by the less worn portion. It is no use simply changing the wheels across, as that method does not alter the position of the tread. Thus, many modern motorists who, since complete wheels are standard equipment, have never changed a cover in their lives, are now finding this necessary about once a month if they are to get economical and even tyre wear.

But it is an ill wind that blows nobody any good, and easy-change tyre levers and similar implements are coming on to the market. Until this one-sided tyre wear was noticed, most motorists got their motor agent to fit new tyres on the spare wheels for them, so they missed this practice in tyre

changing. Now they are getting quite as skilful as the "oldtimers" who had to change tyres in the days before detachable wheels.

Engine Design

A paper on air-cooled engines read before the Institution of Automobile Engineers by Mr. A. R. Fedden was certainly reasonable. Mr. Fedden was the designer of the famous Straker-Squire "Fifteen" before the war, and is now responsible for the various Bristol aero engines of which the Cirrus, used in so many "Moths," is perhaps the type best known in non-technical circles.

A most interesting point was revealed in the discussion, when Mr. Fedden stated that he believed there were great possibilities for sleeve-valve air-cooled engine, and that he thought the time was ripe for some go-ahead manufacturer to start building an air-cooled car in England. Mr. Fedden tried that experiment himself in 1919, but alas! the public would not have it.

The reason Mr. Fedden suggests a sleeve-valve air-cooled engine for cars is that air-cooled motors in the past have usually had "clattering" or noisy valve gear. Moreover, the silencing of the exhaust has not received sufficient attention, and sleeve-valve engines are commended as having no noisy tappets or rockers to adjust and no valves to grind in their seats.

As a matter of fact, the greater part of the cooling of every engine is done by the oil, whether it is styled a water-cooled or an air-cooled motor. The result is that the latest gadget in motor-car details is an oil radiator for cooling the oil itself. Its design is more or less in a state of flux, as the automobile engineer has not yet quite made up his mind whether the oil radiator should form part of the crankcase and oil sump or whether it should be incorporated in the design of the water radiator. A V-type radiator is suggested, with one section for water cooling and the other for oil, each circulated by its own individual pump.

Oil-Cooling Methods

Since the modern engine has developed such a wonderful turning power—4,000 revs. per minute is quite normal to-day—a much larger demand is made on the oil.

Consequently the best type of engine design incorporates a double filtering and purification of the oil, as well as some means of cooling it. It is to the credit of the oil blenders that they have progressed step by step with the engine, so that the right oil for each type of motor is available.

Another simple method of oil cooling is to be found on certain commercial vehicles. Besides the ordinary crankcase "breather," there is a ball-mouth funnel opening into the crankcase behind the fan, so that a current of air enters the funnel and passes through the crankcase and out by the "breather" opening. As oil cooling gets more important each season, no doubt other means will suggest themselves to designers, but so far the methods referred to are gradually being incorporated on more makes of chassis.

Record Beaten



J. M. White, above, again drove his famous "Triplex" at Daytona Beach, against Major Segrave in an unsuccessful defence of the world's speed record of 207 miles an hour, which was set by Ray Keech in the same car.

LORRY PERIL

INADEQUATE LIGHTS AT NIGHT

The suggestion that lorries, in many cases, were insufficiently lighted at night, and were driven to the danger of the public, was made by Mr. G. Herbert Stancer, secretary of the Cyclists' Touring Club, before a Select Committee at the House of Lords.

Considerable apprehension was felt by the club at the large number of fatalities due to this cause, added Mr. Stancer. In many cases the lights were insufficient to reveal the road more than a yard or two ahead. Yet the driver urged into the darkness a vehicle capable of instantly crushing the life out of any human being who might be in its path. Under-lighting was almost entirely confined to lorries.

The chairman (the Earl of Wemyss): I am chairman of a bench of magistrates, and the police are on the look-out for that sort of thing, but I have never heard of a case of a lorry being insufficiently lighted. Nearly all our cases, I am sorry to say, are of cyclists riding without lights.

Witness: We have had cases of cyclists being killed by motor-lorries in such circumstances.

The Chairman: Do you want a higher standard of lighting?—Yes. It must be sufficient to reveal the road some distance ahead.

Accidents Among Cyclists

Pedal cyclists, said Mr. Stancer, were numerically the largest class of road travellers on wheel vehicles. His club had a membership of 27,000. The relatively fragile character of the cyclist's mount rendered him almost invariably the chief sufferer in a collision with any other type of vehicle. For the past two years accidents to members averaged 500 a year, and the damages recovered, about £5,000.

In regard to driving licences, witness urged that consideration should be given to age, mental and physical fitness, and the

capability of the applicant; that in no circumstances should a licence be issued to any person under 18 years of age either in respect of a motor-car or motorcycle. They frankly recognised the difficulty of putting applicants through practical tests. There were far too many people driving cars whose eyesight rendered them dangerous.

The Chairman: But that also applies to cyclists?—Yes, but a cyclist can do so little damage. In collisions he is always the one to suffer.

You say that licences should not be granted to persons under 18. Would you prevent persons under 18 riding cycles?—No, because, again, the cyclist can do so little damage.

But accidents have occurred through the faults of cyclists?—Yes, but those cases are very rare. That the cyclist's risks are small is shown by the fact that the rate of insurance works out at about 2d. per head. In the case of motor vehicles it is over 25.

Unlicensed Drivers
Mr. Stancer asserted that many drivers whose licences had been suspended still continued to drive on the road. If they were caught they were simply treated as cases of driving without a licence.

The Chairman: What is your remedy?—I suggest some very drastic penalty. At present such cases are treated as merely driving "without a licence."

The Chairman: Do you want a higher standard of lighting?—Yes. It must be sufficient to reveal the road some distance ahead.

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The Chairman: I understand that is in the Government bill.

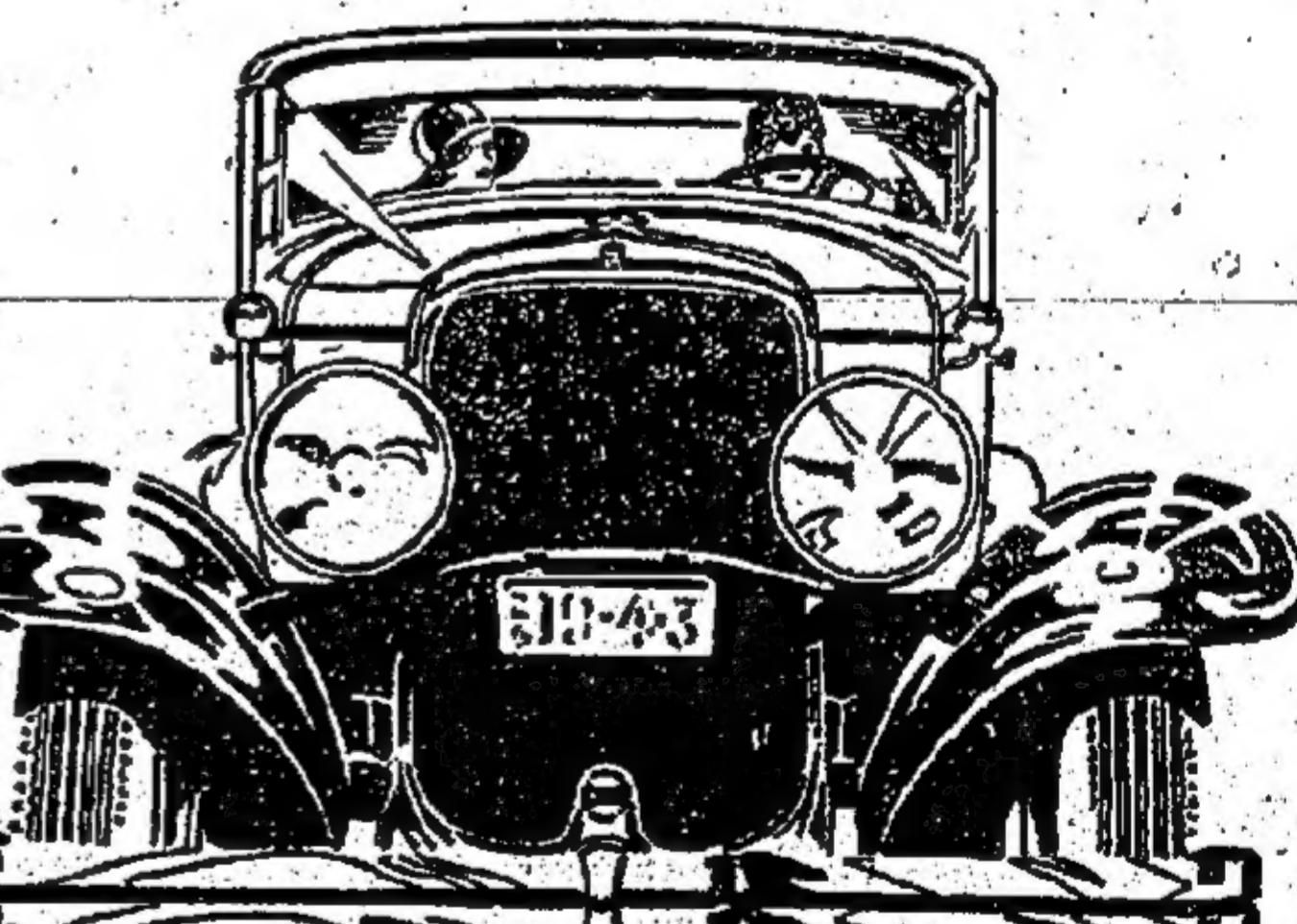
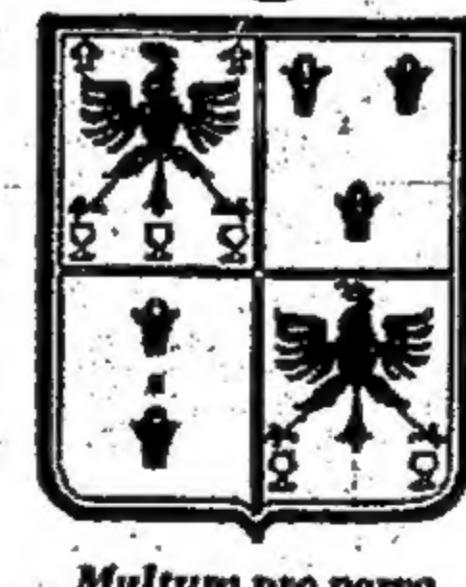
Relying to Viscount Cecil, witness said: I do not think there is very much in the bill which touches our interests very closely, but we are in general agreement with its spirit. Most accidents are due mainly to excessive speed, but a definite rigid speed limit is almost impracticable.

Have you ever thought of impounding cars?—Yes, but I do not know whether it would be practicable or not.

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New performance brilliancy, flashing getaway, astonishing power and pickup with marked economy of petrol and oil.

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New slender-profile radiator, new bowl-type lamps, with beautiful cowl lamps and cowl bar, all chromium plated.

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CANTON'S MOTORS

WHAT LATEST FIGURES REVEAL

According to official statistics of the Bureau of Public Utilities, there are 500 motor-vehicles in Canton. While Fords and Buicks head the list of passenger cars, Graham Bros. lead in buses. The latter is preferred by the Municipality on account of the more roomy accommodation it can give.

The following are particulars of the different makes of motor vehicles registered:

Passenger Cars

Atrol-Johnston 1, Fiat 22, Austin 8, Ford 39, Bristone 1, Gardner 2, Buick 39, Bray 2, Chalmers 4, Haynes 2, Chandlers 9, Hudson 8, Chevrolet 28, Hupmobile 9, Chrysler 11, Lexington 1, Citroen 4, Marmon 1, Dodge 24, Morris 2, Durant 1, Maibohm 2, Elcar 2, Maxwell 3, Erskine 8, Mercer 1, Essex 14, Nash 10, Oakland 4, Oldsmobile 21, Opel 3, Overland 25, Paige 1, Pontiac 5, Ruby 1, Singer 1, Studebaker 33, Willys Knight 6, Auburn 1, Berlitz 1, Armstrong Slidell 1, Cadillac 1.

Buses

Brockway 4, Chevrolet 2, Ford 11, Federal 8, Fiat 2, Graham Bros. 22, Reo 3, Thorneycroft 5.

Trucks

Carbile 1, Ford 18, Chevrolet 12, G. M. C. 3, Dennis 1, Maxwell 2, Durkup 1, Reo 1.

Motor-Cycles

A.J.S. 8, B.S.A. 8, Coventry Victor 1, Ferrot 1, Francis Barnett 1, Harley-Davidson 11, Indian 11, Monet Guyon 1, Raleigh 1, Royal-Enfield 1, Triumph 4. In addition to the above, there are about 100 vehicles used by Army Headquarters bearing military licences.

TYRE LIFE

REGULAR INSPECTION ADDS MILES

"If we could only impress upon all motorists the importance of regular tyre inspections, thousands of extra miles of trouble-free service would be forthcoming," says the manager of the Dragon Motor Garage, the local, Firestone Service Dealers.

Just as the athlete who is in good physical condition can show his best performance, so the tyres that are kept in condition can give their best service. It pays in the thousands of extra miles to give tyres the benefit of routine service at regular intervals.

Firestone dealers are equipped to render a tyre service that saves money for the car owner. This includes a check-up of tyres, wheels and rims to see that they are in good shape for trouble-free service. The air pressure in each tyre is tested according to the Firestone specification chart. The valve operation of each tube is also checked to guard against slow leaks, a frequent cause of loss of tyre mileage.

Car owners who "play fair" with their tyres and have them inspected regularly will not only get better service from the tyres so far as performance is concerned, but will obtain much more mileage.

TROJAN

TRUCKS

As used by the R.A.F.

LANE, CRAWFORD'S GARAGE.

ROLLS-ROYCE

ANOTHER SUCCESSFUL YEAR

BRITISH INDUSTRY

PRIVATE PRODUCTION IN 1928

At the twenty-second annual ordinary general meeting of Rolls-Royce, Ltd., Lord Wargrave (the chairman) said that the issued capital at £813,787 remained as last year. Sundry creditors, including reserves for taxation, had decreased by £49,489; this reduction was principally due to arrears of taxation paid during the year. The consolidated reserve fund was increased by £50,000 allocated from the 1927 accounts, and a further allocation of £40,000 was proposed that year.

On the assets' side property showed a small increase of £9,378 after ample depreciation. Stock-in-trade and work in progress showed a decrease of £101,919. Sundry debtors were £71,370 less than a year ago. This was the result of repayment by Automobiles Rolls-Royce (France), Ltd., of a loan in connection with their Paris premises, which were their own property. Cash in hand and at banks showed a decrease of £128,889, but this was offset by investments in gilt-edged securities of £227,652, which, together with cash in hand, amounted to £450,305, or £198,762 more than last year. That favourable cash position was principally the result of reduced working stocks and repayment of a loan by Automobiles Rolls-Royce (France), Ltd.

Profit and Dividend

The profit for the year amounted to £185,769, which, including the carry-forward from the previous year gave £216,064 for disposal. The directors proposed to follow their inherently wise practice of building up reserves. They considered that a prosperous company like Rolls-Royce had an obligation to its staff for pensions, which, sooner or later, they must face. The directors recommended a dividend of 8 per cent. and a bonus of 2 per cent. which would absorb £81,379. They proposed to allocate the balance as follows: Income-tax £30,000; reserve fund, £40,000; carry-forward, £34,685.

It was with great regret that he had to report the resignation of their managing director, Mr. Basil Johnson, owing to ill-health. Mr. A. F. Sidgreaves, O.B.E., had been selected to the board and appointed managing director. Mr. Sidgreaves, who was their general manager and had for some time been sharing with Mr. Johnson the responsibility of the administration, had a unique knowledge of the motor business, having been closely connected with it during the past twenty-six years, and had held responsible positions in the management of the company for over eight and a half years. Mr. Arthur Wormald, their general works manager, who had been with them since the inauguration of the company, had been elected to a seat on the board, and Mr. W. Cowan had been appointed as their general manager.

Their holding in Rolls-Royce of America, Inc., did not and never had appeared in their accounts as an asset. Their holding was in the Common stock, which had not received a dividend since the inception of the company.

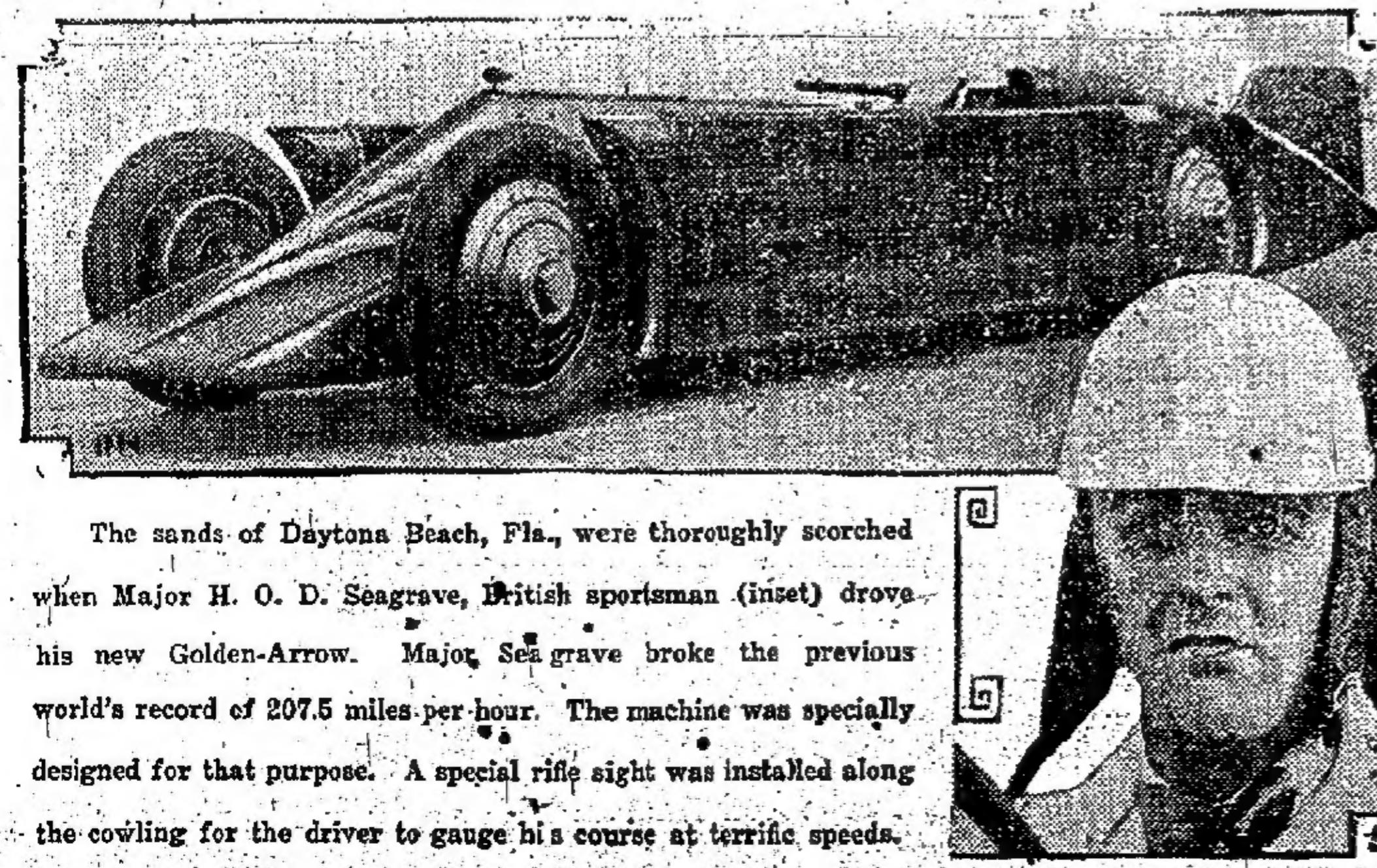
Increased Demand for Cars

They had not yet the final figures, but from reports received they were hopeful that 1928 would result in an improved position. The demand for Rolls-Royce cars had appreciably exceeded that of the previous year, not only in the home market, but also in the export markets of the world. They had unquestionably achieved great success in practically every country in which motoring was possible, and laid foundation for still greater increase of business in the future. The Rolls-Royce car held its undisputed position as the best car in the world. During the past twelve months a further number of their new F series engines had

been fitted to a large number of experimental types of Royal Air Force aircraft. These were rapidly completing their tests in a flight of Royal Air Force service machines intended for regular use in one of the permanent squadrons.

There could be no two opinions with regard to the national character of the property of Rolls-Royce, Ltd. They had only to recall the invaluable services rendered by the company on land and in the air during the war to give proof of that statement. While they had no desire to interfere with the free market in their shares, they were determined that the voting control of national industry like Rolls-Royce, Ltd., must remain in the hands of British citizens.

Fastest On Earth.



The sands of Daytona Beach, Fla., were thoroughly scorched when Major H. O. D. Seagrave, British sportsman (inset) drove his new Golden-Arrow. Major Seagrave broke the previous world's record of 207.5 miles per hour. The machine was specially designed for that purpose. A special rifle sight was installed along the cowling for the driver to gauge his course at terrific speeds.

The revised figures of private car production published by the Society of Motor Manufacturers and Traders in their annual review up to and including 1927, and a provisional figure for 1928, are given in the following table:

Output of Cars

1923	60,396
1924	105,493
1925	121,000
1926	138,500
1927	166,120
1928	164,445

Last year the prospect for 1928 was described as "disastrous competition for a very moderately expanding market." Actually, so far from any further expansion, a decline has to be recorded for the first time in the history of the industry except during the war period. Instead of the expansion expected in the home market, demand has remained stationary while exports have shown a marked decline:

Australian Collapse

The retarded increase in the export of chassis noted last year has been followed in 1928 by a severe decrease. These movements were entirely due to the collapse of the Australian market between June, 1927 and 1928. Although November begins the period of seasonal increase in Australian motor imports, it may be hoped that the recent increase indicates that the worst of the depression is over. Its exciting cause was a widespread drought, though it had its basis in unsound credit conditions and an uneconomic level of production costs made possible for the time being by a high tariff barrier.

Attempts are being made to grapple with these evils, and if successful this may in the next few years restore in great measure the former prosperity. For 1929, however, it would not be wise to expect an improvement to beyond the 1928 level. Exports of complete cars, on the other hand, which have been less affected by Australian conditions, have continued to make satisfactory progress all over the world, and may again be expected to do so in 1929.

Net Wastage

The number of private cars in use in Great Britain in recent years is shown below:

1923	383,528
1924	473,528
1925	579,901
1926	676,207
1927	778,056
1928	877,277

In order to effect the net increase of 99,221 cars between 1927 and 1928, 161,535 new cars were sold, indicating a wastage of 62,314. Part of these sales were supplied from foreign imports, which stood at approximately the same figure as last year.

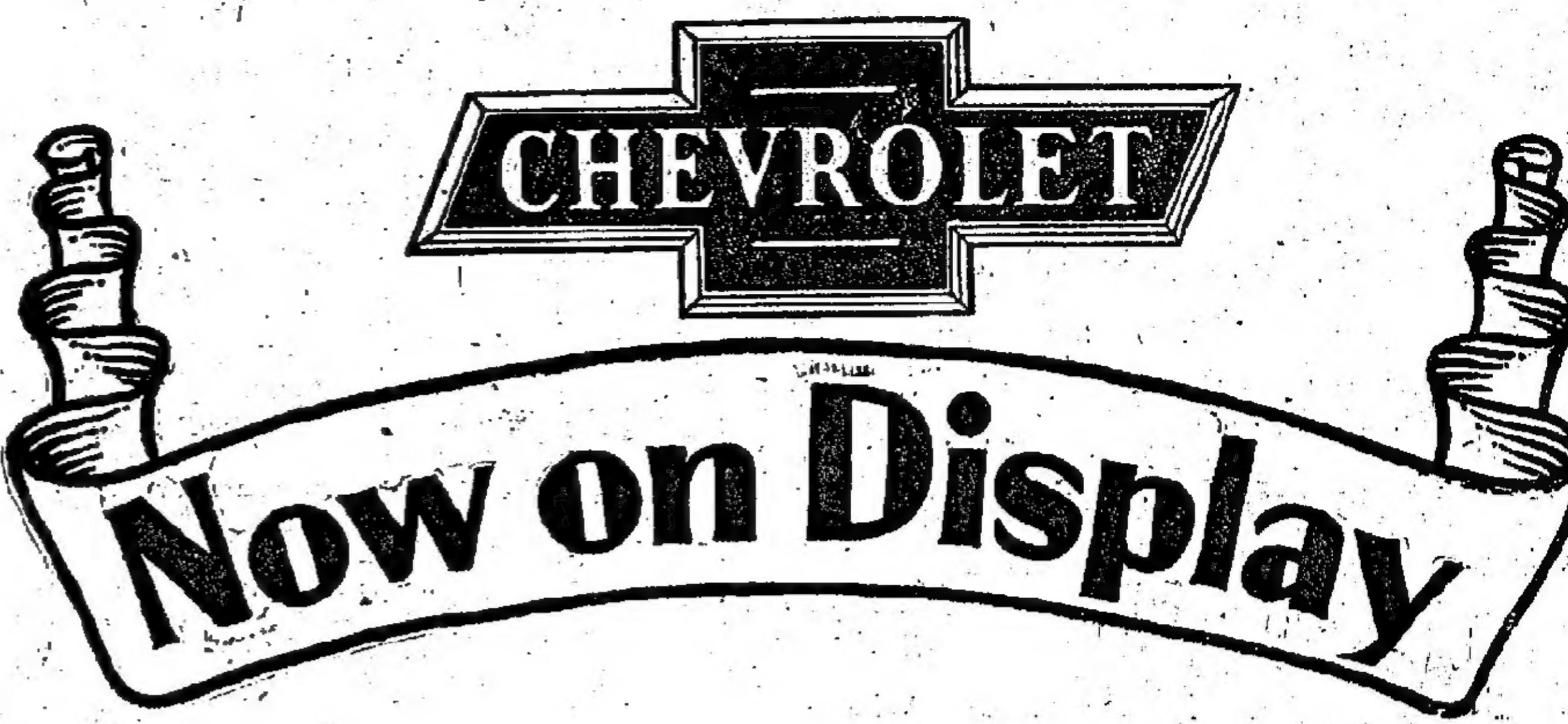
In the meantime the prospect is for a slight increase in export business during 1929, while at home also a slightly larger demand may be anticipated than last year. The latter forecast, however, is subject to the effects of the taxation policy of the coming Budget.

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THE CHINA MAIL.

THURSDAY, APRIL 4, 1929.



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the price range of the four

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A. A. AT HOME

BENEFITS ITS MEMBERS ENJOY

The January number of the "Record," the monthly organ of the Automobile Club, will shortly be out and will contain an interesting article by the Secretary on the work of the Automobile Association in Great Britain.

The following are some of the more interesting points he deals with:

From its foundation in 1905, it has grown steadily to a membership which to-day almost reaches the 400,000 mark, and the huge volume of work resulting has made necessary a scheme of decentralisation under which less than twenty-one offices look after the interests of members situated in various parts of the British Isles.

Some further idea of the size of the organisation may be gathered from the fact that its annual subscription and entrance fee income exceeds £600,000 whilst reserve funds are in excess of £280,000.

The most important service rendered to members is, of course, that on the roads. No less a sum than half-a-million pounds was spent on this section alone during the last year reported upon, and some of the figures given in this connection are really amazing. Twenty thousand miles of main roads are patrolled regularly and the annual mileage of A.A. Cyclist Patrols is nine-and-a-half million, whilst during the same period the Road Service Outfits covered 10,000,000 miles.

In addition to the cycle patrols, many hundreds patrol the roads on Road Service Outfits. These are motor cycles fitted with special side-cars enabling the carriage of fuel, oil and small tools necessary for assisting members with stranded cars or motorcycles. These patrols assist members in connection with minor breakdowns and in the case of serious breakages which

cannot be remedied on the road will get into touch, either by telephone or personally, with the nearest repairer.

"A.A." Roadside Telephones are now familiar landmarks on a great many main roads throughout the country. They are erected at points where they will be of the greatest use to members and in some cases—on lonely roads—they provide the only means of telephone communication for some miles around.

Free Legal Defence

Free legal defence is afforded to every member in any proceedings under the Motor Car Act and Roads Act in Courts of Summary Jurisdiction in the United Kingdom. All that the member has to do is to place the conduct of the summons in the hands of the Association, when the Association's Solicitors go carefully into the evidence and defend the case entirely free of cost to the member.

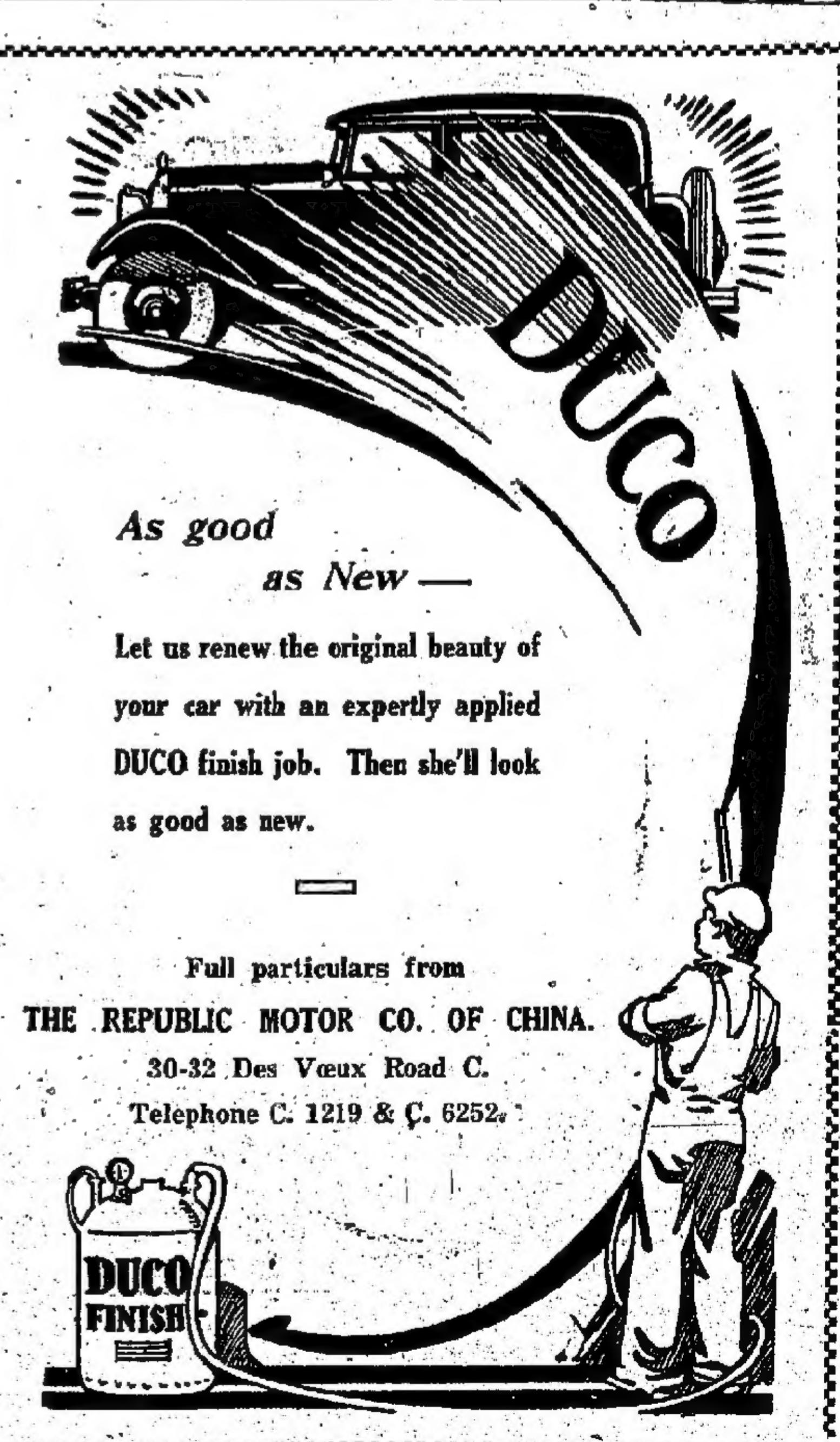
This benefit includes free legal representation by the Association's Solicitors in approved civil cases arising out of the use or ownership of privately-owned cars or motor cycles.

The Touring Departments render all possible assistance in connection with touring both in the British Isles and abroad.

Members' cars are shipped to any Foreign port and members are met by A.A. Representatives at the principal Continental ports.

The Engineering Department maintains a skilled staff from which may be obtained advice upon all matters pertaining to the purchase, sale, repair, and maintenance of cars and motorcycles. Practical advice is given to members in tuning-up and overhauling their vehicles also assistance in the settlement of disputes with manufacturers agents, repairers, etc.

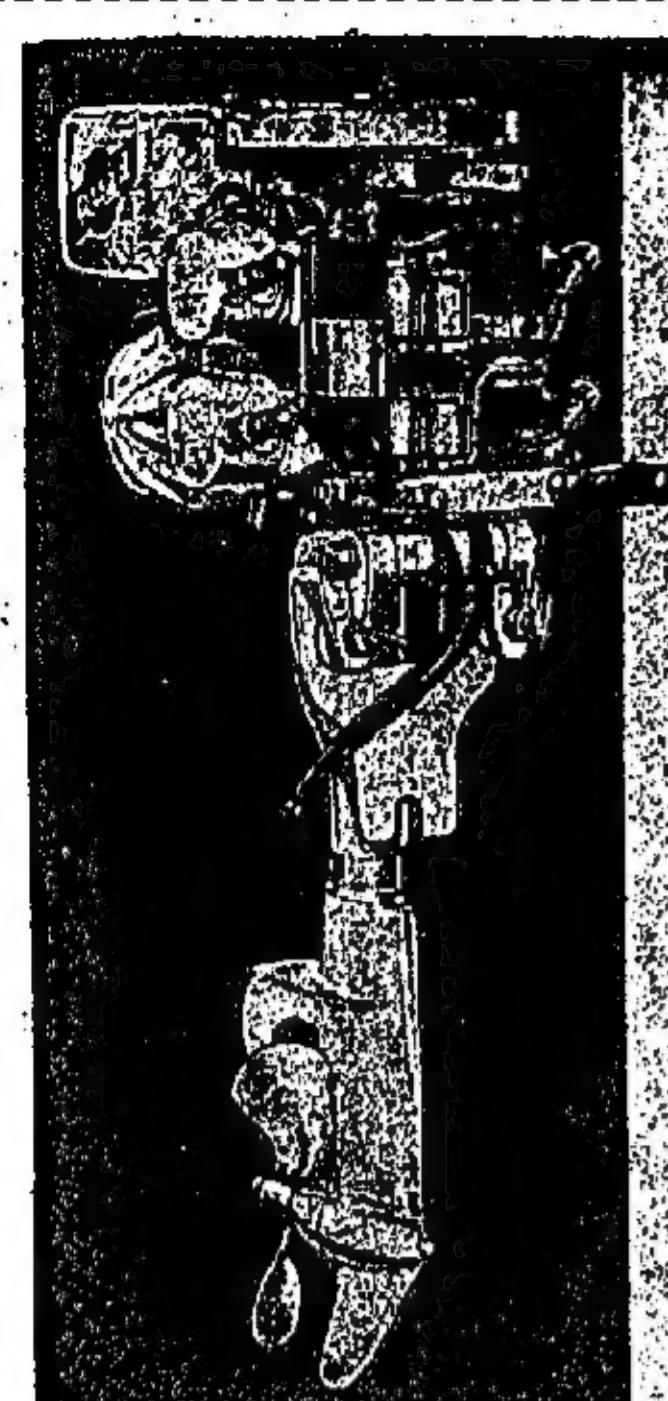
Members may also avail themselves of the services of competent experts for the examination or trial of any car or motorcycle, the condition of which is unsatisfactory or the purchase of



which may be contemplated, and a comparatively small charge is made for such test or examination.

Members of the Engineering Staff are also available as expert witnesses if desired.

For an attempt to save the life of Sarah Cunningham (75), a cook, at Augusta-gardens, Folkestone, whose clothes had caught fire, Alice Irene Pepper, a housemaid, was highly praised by the coroner.



BUY THE WORLD FAMOUS 'SUPER ELTO' OUTBOARD MOTOR

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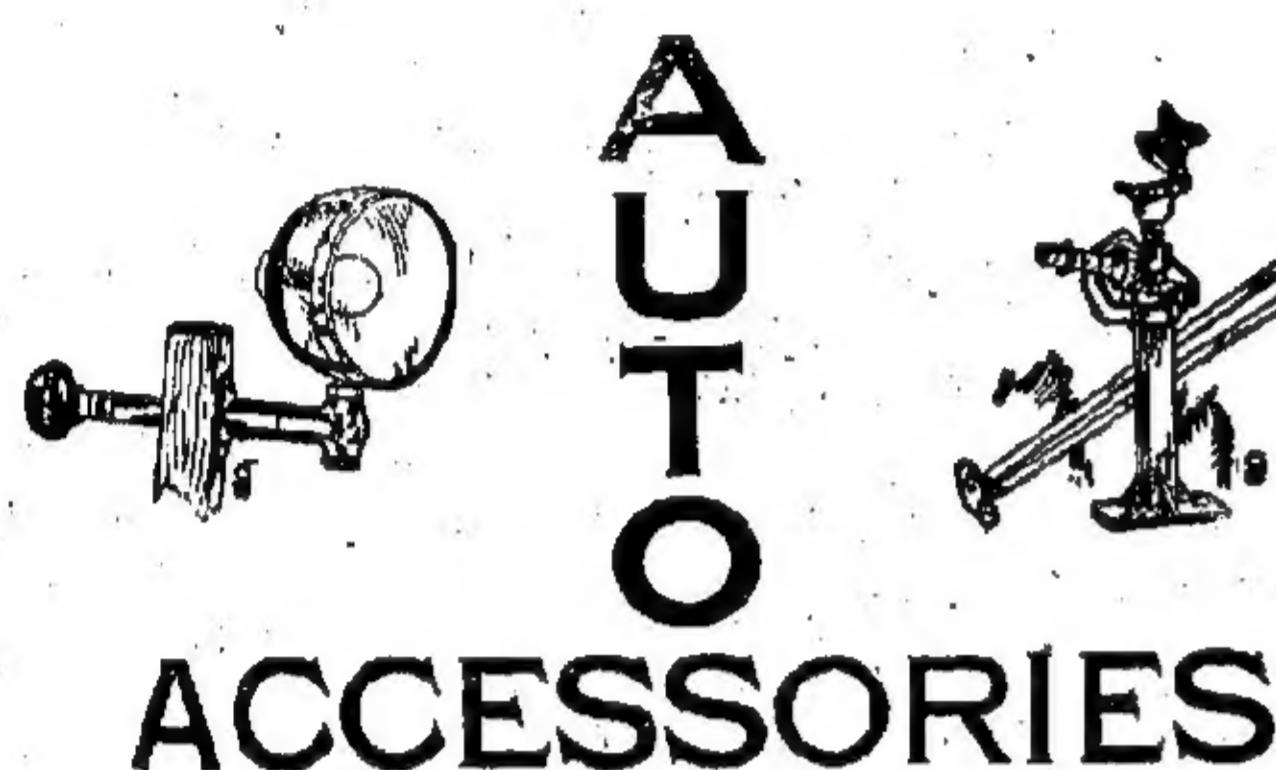
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THE REPUBLIC MOTOR CO. OF CHINA.

30-32 Des Voeux Rd. C.

Spare Parts
Batteries,
etc., etc.

Electric
Accessories,
etc., etc.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER MOTOR CARS.—Republic Motor Co. of China 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
DE SOTO MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
GUY MOTOR PASSENGER BUSES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C.1216 & 6252.

PLYMOUTH MOTOR CARS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

OUTBOARD MOTORS.—Rudolf, Wolff & Kew, 54 Queen's Road C., Tel. C.2173.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 244.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FARO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.

REO MOTOR TRUCKS.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDDSON MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

RALEIGH MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

ROYAL ENFIELD MOTOR CYCLES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd., Tel. C. 1219.

MILLER RUBBER TYRES AND TUBES.—Republic Motor Co. of China, 30-32, Des Voeux Road C. Tel. C. 1216 & 6252.

PRESTO BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

TWO BAD BODIES

WARNING TO NEW BUYERS

At this season of the year a great many inexperienced motorists are ordering new cars; and many of them order coachwork which they afterwards learn to detest. Amidst the glamour of a showroom or in the fine colour printing of a catalogue, the look of a body is apt to dominate our minds; in prolonged ownership, it is practical convenience which counts. There are two very popular types of body against which most members of the public require to be warned, because their appearance is as attractive as their comfort is negligible.

Regret Their Choice

The first has been moribund in the minds of wise men for twenty years, but is endowed with a wholly undeserved immortality by a constant succession of new owners. It is the popular "two-seater with dickey." It makes an almost irresistible appeal to young married couples. For one thing, it looks far more dashing than the staid "tourer." Anyhow, they prefer to travel a deux, and their suitcases, which have not yet lost their honeymoon sheen, will travel so cosily in the flapped boot astern. So they select their "option," and before very long they regret their choice.

It is true that the owner of a four-seater is often driven to take on board persons whom he would far rather leave behind. But equally the man with the dickey quite frequently wishes to carry passengers whom he cannot relegate to the exposure and awkward acrobatics inseparable from the dickey—an abominable device, originally invented in a more snobbish age for the transport of menials. So elderly relatives and important people with whom one desires to ingratiate oneself have to share the front seat with the driver; and the recent bride has to be banished to the dickey, wherein, on any cold, wet day, she develops a temper, of which even the final week of the honeymoon failed to provoke any complete symptoms.

A "tourer" may occasionally prove much too large for the convenience of a childless couple; but a two-seater with dickey suffers from more intrinsic faults. If finance limits a young couple to keeping their original car for several years after the nursery has begun to fill, its shortcomings are the more violently apparent.

A Modern Innovation

The second fundamentally bad type of body is quite a modern innovation, and its weaknesses are the less realised. It is usually described as a "close-coupled saloon." At a casual glance one might take it for a coupe, which on paper is the ideal car for an affectionate couple of the same or different sexes, says the "New Statesman." It relieves one from the social necessities of harbouring unwanted guests. It offers full weather protection for a husband and wife, or two golfing friends, and their baggage.

It looks extremely dashing.

Technically, one may perhaps claim that it is lighter than a saloon, and allows the engine to

DYNAMO BRUSHES

It is wise occasionally to remove dynamo brushes and to clean them and the commutator segments. In most dynamos the brushes are held in their guides by spring triggers. By raising the trigger with the fore-finger the brush can be withdrawn, being careful not to pull off the flexible stranded-copper lead. Stray carbon may be removed from the commutator by a soft wad on the end of a pencil.

Cause of Car Accidents



Motor accidents are becoming more frequent. Every sane motorist deplores this. If accidents are to be lessened, the sane motorist must educate the culpably negligent motorists...

In co-operating in the elimination of grade crossings, in supplementing recognized and standard warnings with wig-wags and other devices the railways are doing a great service. In Canada, the latest year for which figures are available, the rate was 18.2, or nearly three times our own. This fact, and also the diminishing percentage of crossing fatalities in Canada may be set down to the various safety improvements that have been enacted on, so far, to the best of our knowledge. Both forward both in the way of crossing protection and by the publicity in which latter direction they have been greatly aided by the public-spirited attitude of the press towards the matter.

The report of the Board of Railways Commissioners shows that four-seater accidents occurred at protected crossings, and also that during 1927 there were seventy-four accidents as a result of motor vehicles running into the sides of trains, and twelve unfortunate attempts to heat the train. In the first case the report states: "Notwithstanding safety devices and cautionary signals, people take chances and disregard safety.

display all the acceleration of which its dimensions are capable. (As a matter of fact, a coupe almost always has a dickey, and therefore suffers from the disadvantages outlined above as applying to the open two-seater.) But the close-coupled saloon under the outward appearance of a coupe harbours four seats, or occasionally five, all under cover, and is therefore immune from the abuse which all experienced motorists heap on dickeys. It is, as its name suggests, a saloon, but it is a very small and cramped saloon. Almost invariably it has only two doors, but they are abnormally wide doors, and somehow contrive to look much better than four narrow doors, whilst their width certainly facilitates ingress and exit.

On the other hand, their width is so great that they can block an entire town pavement when they swing open, and have even been known—if inadvertently opened—to knock old gentlemen off their feet, with the inevitable result of a lively fracas. Further, owing to the weight and leverage of such an enormous door, the hinges soon begin to give trouble unless the coachbuilder is at once skilful and well remunerated for his work.

The owner may usually be seen cocking an anxious eye to his left flank whenever anybody is attempting to enter or leave his car; and this anxiety is well founded. This objection is, however, the least in the indictment.

SKIDPROOF ROADS OR CARS?

Will the future bring skidproof roads or must it be left to car designers to attempt the difficult, if not impossible, task of thinking out some way of making cars themselves skidproof without the use of auxiliary equipment like chains for the wheels is an interesting question raised by the "Light Car and Cyclecar." Ice-bound roads are, of course, irremediable evils, and even if a great deal is done—as it should be—to solve the slippery-road problem, we still think that car designers should face the fact that, as well as road engineers, owe a duty to the public. Of paramount importance, for example, is the need for perfect equalisation of all four sets of brakes. We have proved that on a car in which this ideal has been attained as nearly as possible skidding even on icy roads is greatly reduced. Here alone is scope for inventive genius. Improved systems of foolproof mechanical equalisation are needed, or the wider adoption of hydraulic brake operation, which provides an almost perfect means of compensation.

DYNAMO BRUSHES

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**Test Buick
against any automobile in
the world—in all elements of
Performance—let results
on the road determine
your choice!**

Winning more than twice as many buyers as any other automobile listing above \$1200 . . . by completely exploding the theory that "all cars are the same" and that it was next to impossible for any car to score a revolutionary advance in performance!

That is the achievement of the thrilling Buick of today; and that is the basic reason why Buick makes this simple, straightforward suggestion to motor car buyers—

Take a Buick—test it in direct comparison with any other car—let the test embrace all elements of performance...

Buick Motor Cars are available on very attractive hire purchase terms.

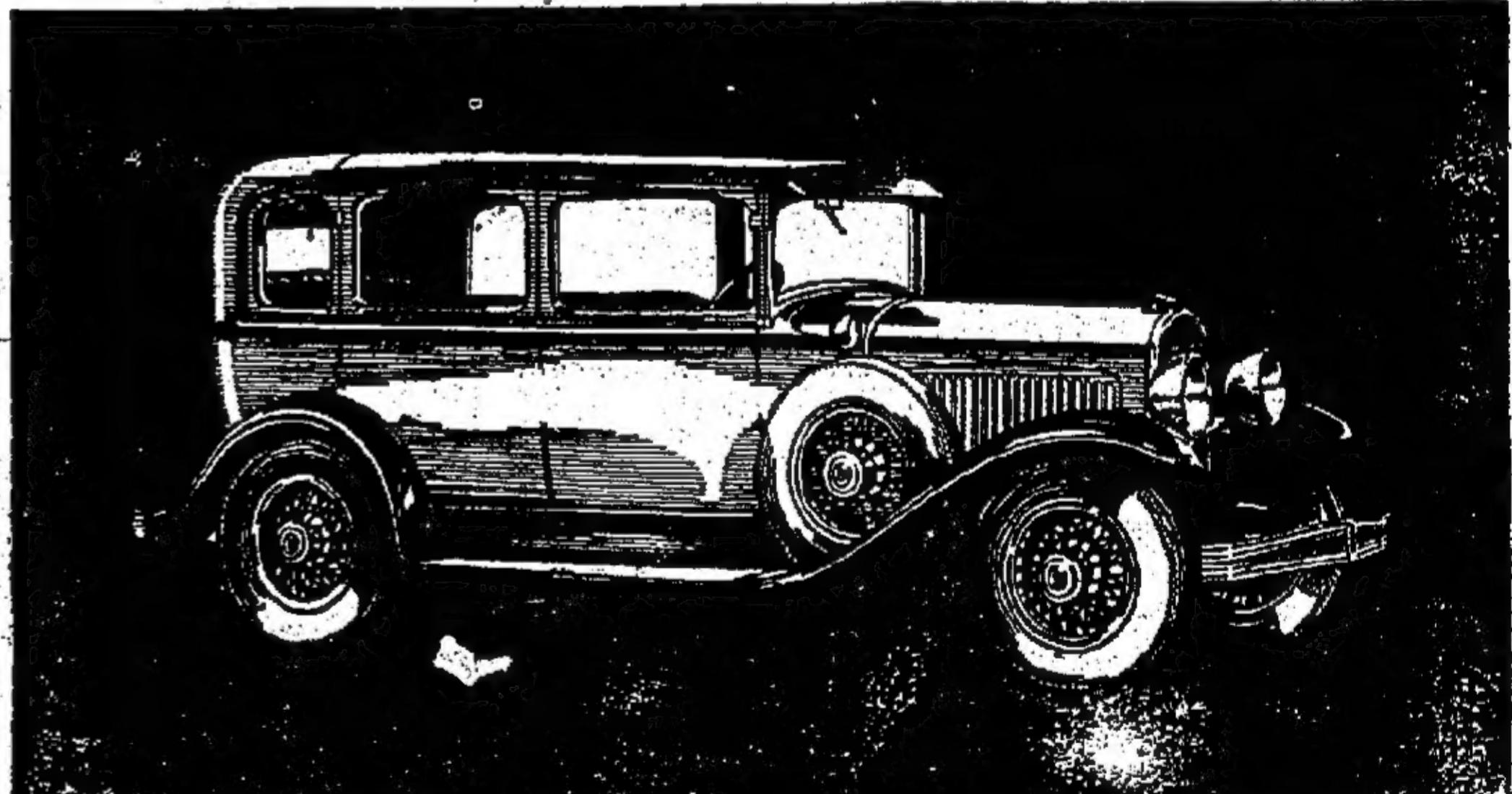
"The New Buick—The New Style"

Buick
WITH MASTERSPIECE BODIES BY FISHER

THE DRAGON MOTOR CAR COMPANY LTD.
33, Wong Nei Chung Road, Happy Valley

WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

"Volume won through value"
the story of Chrysler success



New Chrysler "75" Royal Saloon (wire wheels extra)

WHY can Chrysler, in the new "75" and "65", give more than others can give?

Why do these cars vie, not with cars in their price group, but with cars costing far more?

Because—Chrysler begins with quality, wins volume through value, spreads the cost of quality and value over five great cars in five great markets, makes five great operations basically one, and by these savings is able to spend more in beautifying and enhancing the new "75" and "65".

A report issued by Dominion Bureau of Statistics states that four-seater accidents occurred at protected crossings, and also that during 1927 there were seventy-four accidents as a result of motor vehicles running into the sides of trains, and twelve unfortunate attempts to heat the train. In the first case the report states: "Notwithstanding safety devices and cautionary signals, people take chances and disregard safety.

With their new slender-profile radiator, arched-windows, "air-wing" mudguards, "Silver-Dome" high-compression engine using any petrol, internal-expanding hydraulic 4-wheel brakes, shock absorbers, rubber shock insulators, and scores of other new developments exclusive to Chrysler, the new Chryslers represent a parting of the ways between the old and the new.

They represent a new significance in style, in performance and in value-giving, and increase in buying power which affects the entire industry, up to the highest in price.

CHRYSLER

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PACKARD. PLYMOUTH.
CHRYSLER. DE SOTO
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Sole Agents:-
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China the Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, APRIL 4, 1929.

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"MENELAUS" 3rd Apr. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 16th May Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"ERYTHRAEUS" 20th Apr. Havre & Liverpool
"ASPHALION" 2nd June Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KOBE & YOKOHAMA" 10th Apr. New York, Boston & Baltimore
"PALMYRAUS" 20th Apr. Victoria, Vancouver & Seattle
"IXION" 11th May Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"LAOMEDON" 10th Apr. New York, Boston & Baltimore
"HEBEON" 8th May New York, Boston & Baltimore

INWARD SERVICE.

"DIOMED" Due 4th Apr. For Shanghai, Moi, Kobe & Yokohama
"ASPHALION" Due 13th Apr. For Shanghai, Moi, Kobe & Yokohama

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Also cargo steamers with limited passenger accommodation at specially reduced fares.

For freight, passage rates and information apply to:-

Butterfield & Swire.

Agents:-

POST OFFICE NOTICE.

LIST OF VESSELS EXPECTED TO BE IN WIRELESS
COMMUNICATION WITH HONG KONG TO-DAY.
Ruhr, Genzan Maru, Diomed, Tenyo Maru, Gletzarry, City of
Khos, Afrika, Sumatra Maru, Hakusan Maru, Kiangsu, Kalgan,
Kwongtung, Kanagawa Maru, Burma Maru, Tjisondari, Kidderpore,
Sourabaya Maru.

INWARD MAIIS.

From THURSDAY, APRIL 4.
Japan Kanagawa Maru
FRIDAY, APRIL 5.
Japan, Shanghai and Europe, via Siberia,
London, 16th March Hakusan Maru
Japan Burma Maru
SATURDAY, APRIL 6.
U.S.A., Honolulu, Japan and Shanghai President Monroe
Shanghai & Swatow Shantung
SUNDAY, APRIL 7.
Manila Empress of France
MONDAY, APRIL 8.
Europe via Nagapatam, (papers only) London
March 7. Taklwa
Manila President Lincoln
U.S.A., Honolulu, Japan and Shanghai President Cleveland

OUTWARD MAIIS.

For THURSDAY, APRIL 4.
Sam Shui and Wuchow Kwong Hung 4 p.m.
Swatow Kanchow 5 p.m.
Saigon Shunchih 5 p.m.
Shanghai and Europe via Siberia Hector
Registration Apr. 4, 5 p.m.
Letters 6 p.m.
FRIDAY, APRIL 5.
Sandakan Mausang 8.30 a.m.
Manila Texas 12.30 p.m.
Haiphong Tonkin 1.30 p.m.
Swatow, Amoy and Foochow Haining 2 p.m.
Straits, Mombasa, Lourenco Marques and South Africa Kanagawa Maru 2.30 p.m.
Shanghai Diomed 2.30 p.m.
Parcels for Germany via Hamburg Leverkusen 3.30 p.m.
Formosa Franconia 4 p.m.
Tourane Chung Kong 5 p.m.
Straits, Ceylon, India, Mauritius, L. Marques, E. & S. Africa, Aden, Egypt and Europe via Marseilles Hakusan Maru (Due Marseilles, 5th May.)
K.P.O.
Registration Apr. 5, 4.30 p.m.
Letters Apr. 6, 9 a.m.
C.P.O.
Registration Apr. 6, 8.45 a.m.
Letters 9.30 a.m.
SATURDAY, APRIL 6.
Manila, Australia and New Zealand via Brisbane Burma Maru (Due Brisbane, 23rd April.)
Registration Apr. 6, 8.15 a.m.
Letters 9 a.m.
President Monroe 5 p.m.
SUNDAY, APRIL 7.
Bangkok via Swatow Kiangsu 9 a.m.
Swatow, Amoy and Formosa Hozan Maru 9 a.m.

*Correspondence bearing vessel's name only.

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CURTAILMENT OF OIL PRODUCTION

A HITCH

U. S. ATTORNEY-GENERAL'S IMPORTANT RULING

OIL OFFICIAL'S OPINION

Washington, Yesterday. The Secretary of the Interior has informed the Petroleum Institute that the Attorney General has ruled that the Federal Oil Conservation Board has no power to approve of the curtailment of oil production.

The announcement has caused a slump in the leading oil shares. The president of the Petroleum Institute expresses the opinion that the ruling will not stop the curtailment of production though it might retard the complete success of that movement.—Reuter's American Service.

[A New York telegram, dated March 27, stated, *inter alia*:- The directors of the American Petroleum Institute have unanimously approved of the American oil industry's plan to curtail the production of crude oil to the 1928 average. This means a cut of 170,000 barrels daily in the United States and a reduction of output in the Mexican, South American and Western Hemisphere fields controlled by the Royal Dutch Group. The plan includes a recommendation for the formation of a permanent organisation to study serious over-production throughout the world. Simultaneously a meeting of oil-owners in California decided to curtail the average production by at least 138,000 barrels.—Another cable also appears on page 2.]

"SOUTHERN CROSS"

AEROPLANES' FRUITLESS SEARCH

TORRENTIAL RAINS

Sydney, Yesterday.

Nothing has been heard of the Southern Cross fliers, piloted by Captain Kingsford Smith and Mr. Ulm, since their forced landing near Wyndham.

The aeroplane searching for them left Carnarvon for Derby and flew over the Prince Regent river area.

Two other aeroplanes from Canberra, detailed to join the search, were held up through torrential rains in New South Wales, Queensland, and the Northern Territory, which flooded the aerodromes.

The telegraph between Derby and Wyndham is interrupted, and native runners are searching the sparsely populated country in the neighbourhood of Wyndham.—Reuter.

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